

SWEDISH SUN SCOOTER: 250 HUSKY TEST

DIRT BIKE

FEBRUARY 1978

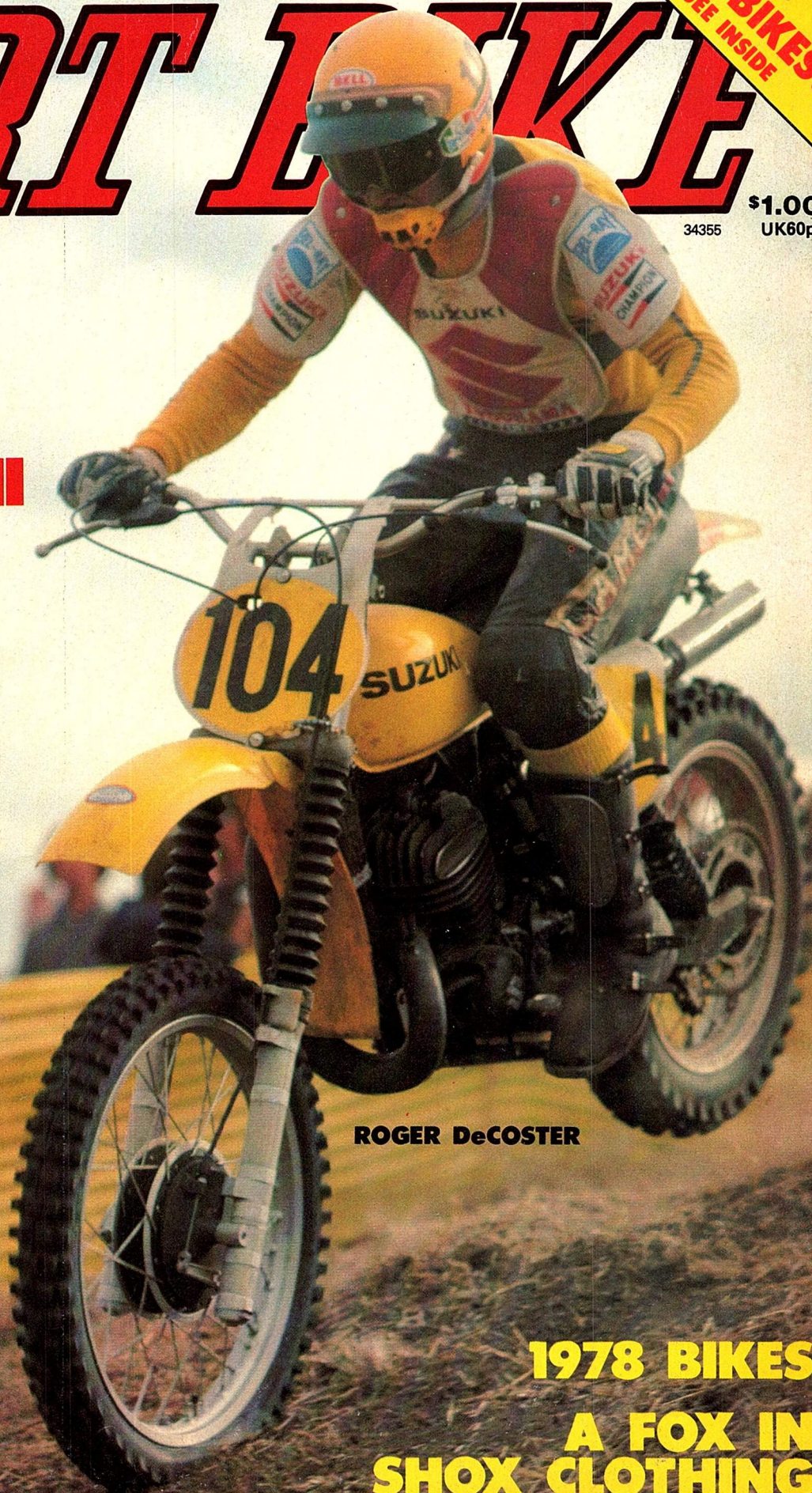
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TESTS:
YAMAHA
YZ80E-
MONO MINI
MAICO
400WR-
RED SUPER
SLED

GP NOTES
WITH
MARTY
MOATES

SUPERCROSS,
ENDURO
AND
TRIALS
WRAPS



ROGER DeCOSTER



1978 BIKES

A FOX IN
SHOX CLOTHING

THE YZ80 JU

Our mini-motocross racer comes with just about all of the features found on our full-size YZ's. And some things that aren't found on any size competitor.

Like a DeCarbon Mono-shock. It turns our littlest motocrosser into a full-fledged monocrosser. Just like all the bigger YZ's. And going to the revolu-

tionary Monocross® Suspension System not only enables the YZ80 to achieve exceptional stability, but this super-smooth Yamaha exclusive also makes for increased and more controlled rear wheel travel.

We also increased wheel travel in the front to 140mm with a set of leading-axle

Strong frame lets you and the machine maintain a low profile. This low center of gravity means better control in and out of corners.

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As a result of refined cylinder porting and a 26mm Mikuni carb, the 2-stroke single engine has a powerful 79cc's. Torque Induction keeps that power at its peak.

ST GREW UP.

front forks. Another big bike goodie. It means quicker steering and better control.

There's more horsepower than ever before from its strong, 2-stroke single. More of that horsepower at all times, especially in mid and high ranges, because of Torque Induction. More versatility because of a close-ratio, 5-speed racing

transmission. And, more maneuverability because of its low-center-of-gravity frame.

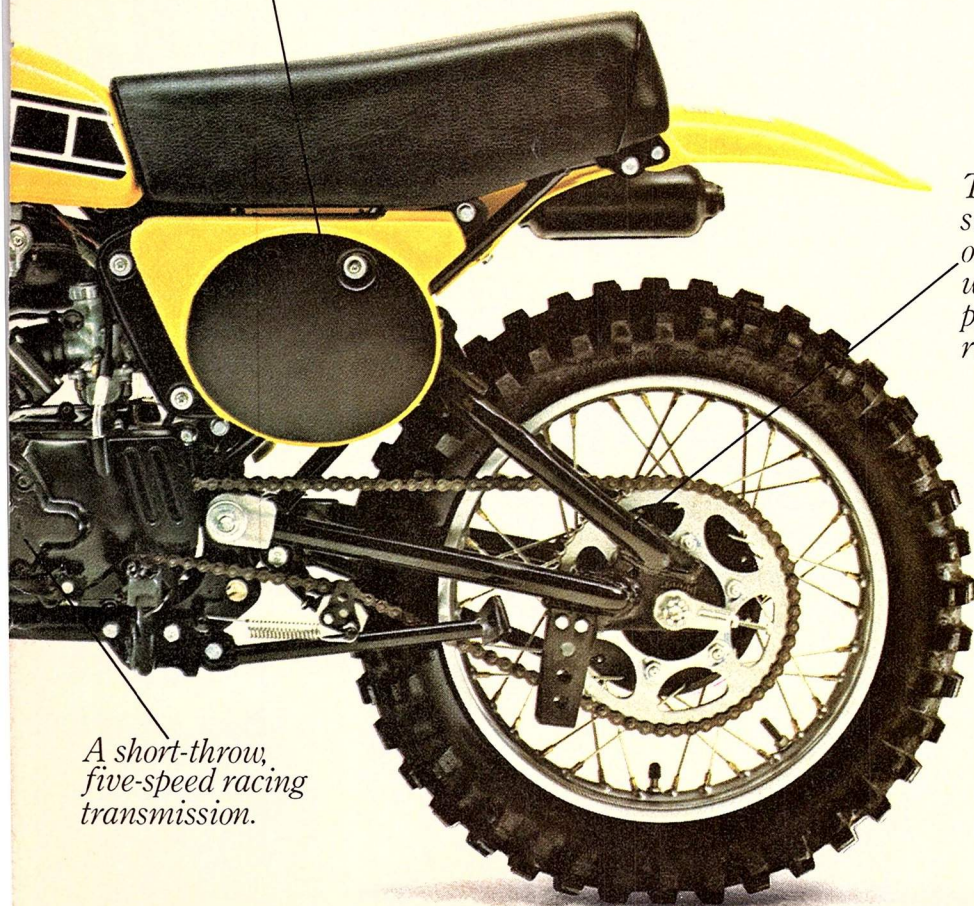
In short, our mini-motocrosser is more motorcycle than a lot of bigger bikes.

So stop playing around, get the new YZ80. The serious mini.

YAMAHA

When you know how they're built.

*Put your number 1 plate here.
It'll look great for profile shots.*

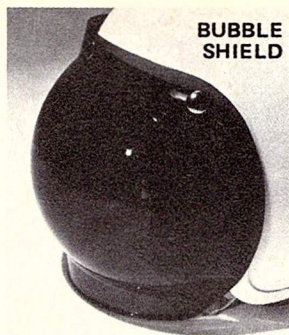


The DeCarbon Monocross Suspension System uses a single, nitrogen/oil shock absorber to smooth away wheel wobble and fading. Its spring preload can be adjusted to the rider's size and track conditions.

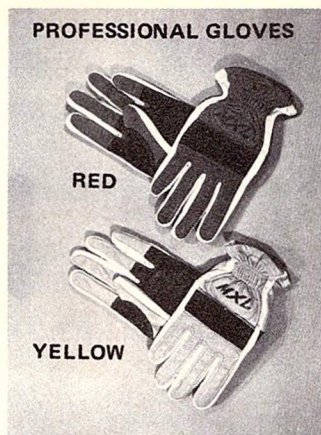
A short-throw, five-speed racing transmission.



GAUNTLET
GLOVE



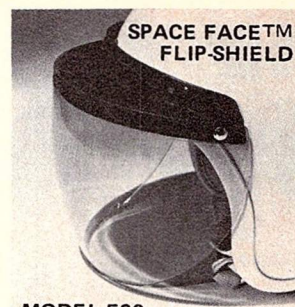
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MODEL 500

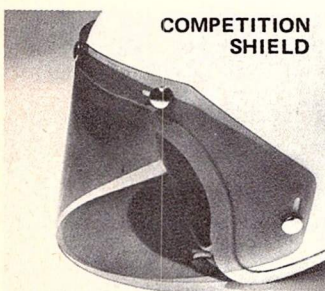


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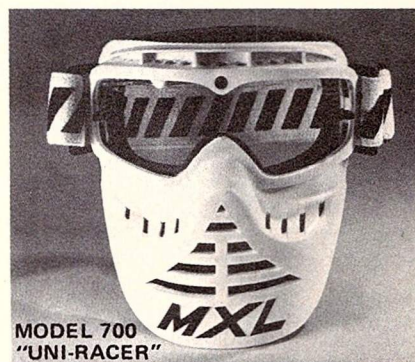
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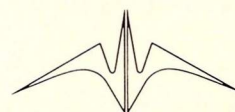
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DIRT BIKE

FEBRUARY 1978

VOLUME EIGHT

NUMBER TWO

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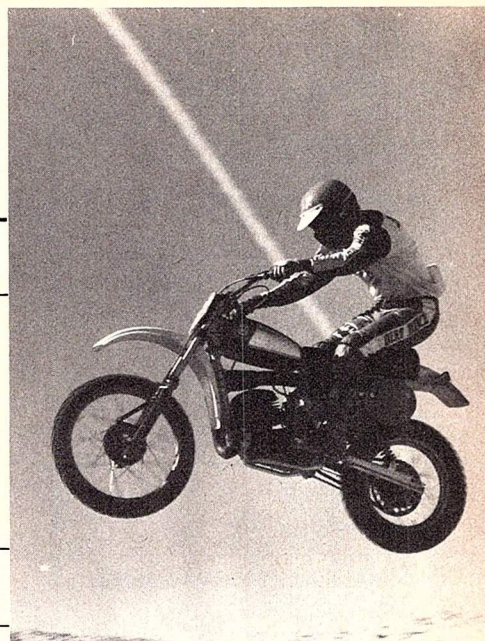
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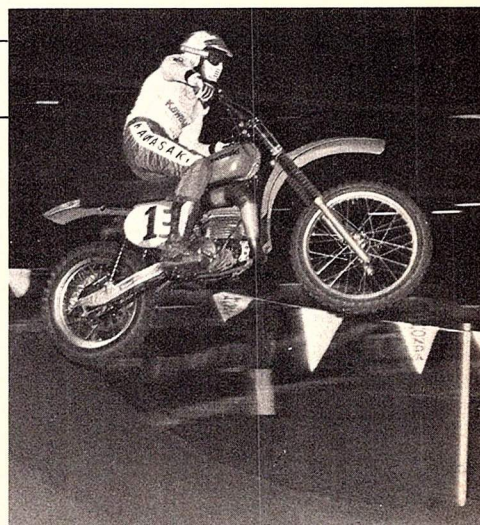
There's a new special on sale



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ON THE COVER:
Roger DeCoster won his
fourth straight Trans-AMA series.
Photo by Blimpton.

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WEED

At last — the true meaning of WFO.

Beware of the man who works hard to learn something, learns it, and finds himself no wiser than before.

— Kurt Vonnegut, Jr.

Dear DIRT BIKE. If you don't tell me what WFO means I will hold my breath. Forever. Or at least until I need glasses.

Please. Pretty please. Tell me what WFO means.

If you don't tell me what WFO means I won't renew my subscription.

You are my last hope. Nobody will tell me what WFO means.

How would you like a bomb in my next letter. You better 'fess up what WFO means.

May hordes of hay leeches harass you. May the maggots of Merkin merge in your marrow. May eternal damnation doom your descendents. May . . .

I promise I won't tell anyone else if you just tell me what WFO means.

Tell me what WFO means PDQ or I'll DSQ you, you no-good DNFers.

We get letters all the time. Do the writers seek faster lap times or better pizza? Hot setups, tuning tips? A year's supply of genuine 1958 mung and drool? No! A

thousand times no! We share with readerland Jim Pomeroy's treasures of the Orient — the meaning of life, how to turn anything into gold and the location of the fountain of youth — and still, you're not satisfied.

Threats, pleas and praise. Offers of pecuniary gain. "Hey, mister, want to meet my sister?" All for one purpose. To ferret out the meaning of those three intriguing initials. Can't you accept life as it really is? If the youth of America were meant to know what WFO means they would have been born with wings. Or is it Elsinores?

Well, enough is enough. We give in. Lis'en up, 'cause this is the real skinny. Honest. But first a little background music, maestro, otherwise we'd have to fill this space with public service ads. So, let's delve into it and build to a blinding crescendo of earth-rendering revelation. True confessions, here we come. No fair turning ahead to the end.

Bear one thing in mind. This is a family magazine. Mom, Sis or the gal who satisfies your soul can read it. We don't use four-letter words — even if they do. Except for dirt, buns, fast, turn, slip, thud, burn, foul, endo . . .

But that's OK. WFO can be repeated in mixed company, provided you mix with the right

DIRT TO COME

Testing the 250 Kawasaki Krosser —

Just like the Jammer's.

Test: Can-Am Opens Up with a 41 HP 370 MXer.

Tires: What the Pros Use.

Wrap-Ups: Trans-AMA and Camel Pro.

Four-Stroke National Motocross Championship.

Plus: Brad Lackey's Training Program, Kayaba

Suspension and Yamaha IT175 Set-Ups.

people. While the term itself is highly aberrant and sensual in connotation, it is so by implication rather than a blatantly direct reference. Thus obfuscation is not anathema.

Many of you have some vague kind of idea that it has to do with racing a bike over hill and dale, throwing caution to the wind, hanging on with reckless abandon, being at one with your maker in a near-orgiastic communion of gut-pounding propulsion. But that's about as close as Kate Smith replacing Kate Jackson on Charlie's Angels or the AMA giving up patent leather.

First, let's look at some of the guesses. The errant speculations.

Wimpies, fries and onions. Obviously the conjuring of someone suffering pepperoni of the brain. Appetizing, but fraught with fallaciousness.

Then there's the life passing before your eyes interpretation: Why, Father Omnipotent? Or, just save me this one time, Lord, and I'll keep my room clean, brush after every meal and stop looking at *National Geographic* stories about Africa.

Historical insight. Wilbur Wright, a bicycle shop owner waiting around for somebody to invent pedal-power BMX, was often heard to exclaim to his brother, a noted mountain climber and ornithopter enthusiast: Why Fly, Orville? Orville always replied: because it's air.

Way Far Out. Adapting the general vernacular to the needs of knobby nourishment. In Holland they alter it slightly to mean Wolsink Far Out. Did you know there's a special layaway plan where you can watch Gerrit race and pay for it in 24 easy installments? You can even root for him, by gum.

Anita Bryant, that noted spokesperson for the virtues of orange juice, has her own definition: Whippets, Fags and Oddballs. Pineapple juice, anyone?

And where would we be without the Sierra Club? They're willing to go to court to prove that those insipid initials stand for: Wheeled Frenzy Obsession.

Noted TV personality Baba Wawa was once heard to exclaim, after viewing her first race: Wheelie Faw Out.

Did you ever notice that Roger DeCoster has a small WFO sticker on the gas tank of his factory Suzuki, but Adolf Weil doesn't? Its meaning: Working For Orient.

Over in England punk rocker Johnny Rotten visits the hospitals, looking for crash victims from Hawkstone whose throttles stuck. When he finds one he beats on the racer's plaster cast with a hammer, drools on the bed and gives him a sticker that stands for: Wick Frozen Open.

Are you up on your Shakespeare? Do you really know why Hamlet went berserko? It wasn't because the first over piston for his Zambizi 400 was back-ordered for six months. What drove the Dane dippy was: Whiffs From Ophelia.

And a track interpretation: Wild, Fast and Over-the-bars.

There can be but one comment after draining the forks of a 1973 Japanese enduro for the first time: Winsome Fish Odor.

Let's get sensual. That's what this phrase is all about anyway.

Whipped, Flagellated and Ostracized. That's sick, perverted, but on the right track.

Wet Flimsy Overalls. That could mean winning the USGP with a pair of eighth-place finishes after everybody else crashed on the rain-soaked track. Or it could have a more sensual connotation. What you get when you think about:

Working Farrah Over. Over Lee Majors' dead body. Besides, the berms get in the way, unless you're tangling with another famous blonde. That blonde from Pacoima who favors handicapped feathered friends. She's big on: Wild Flamingo Orgies.

But the real answer can be found right there at the racetrack. Not out on the track, but in the pits. During those three-hour lulls between the ten-minute motos. Fun truckin' with your favorite Farrah substitute. What are those garments being flung about? They're hard to make out. Muddy leathers? No. A dead boot? No. A halter? Bikinis? Genuine Roger D. python pouchers? Maybe. It's underclothing, but you can't really get a make on it as it's hurled out the back of the van. Unidentified Underwear Flying Objects. UUFO. Double-U F O. WFO.

There you have it. It's been a pleasure.

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BITS & PIECES

by Len Weed

This month's Bitten Pieces Book of the Month Club selection:

Roots by Gerrit Wolsink, DDSMX. An era-spanning historical novel of the Netherlands. This splendid oral opus features Napoleon, Josephine, Dutch Masters cigars, Adolf Hitler, Norm Van Brocklin, the entire goddam Dirt Diggers Motorcycle Club and the little engine that could.

Read it and learn what part the author's own great, great, great, great, great-grandfather, the little boy who held his finger in the dike, played in the desperate fight to establish dental surgery in the country too low to be conquered. Learn why George Washington lied about his wooden false teeth. Discover how a truckload of Old Dutch Cleanser brought the mighty Third Reich to its knees. Special guest appearance by the Tooth Fairy.

What the critics are saying:

"Save the Canal, read *Roots*."

Ronald Reagan.

"Even though it's partly fiction, it tells the whole tooth." Will Durant.

"Partly? Is Lackey in it?" Jim Pomeroy.

"I weally enjoyed weading it."

Barbara Walters.

"I couldn't put it down." Linda Lovelace.

"Filled with conviction, a hit ether way you look at it." Little Stevie Wonder.

"It bridges the gap between history and Ultra-Brite." Farrah Fawcett.

Order now and receive a special record bonus — Tiny Tim singing *Tiptoe Through the Tulips*.

* * * *

Jay Springsteen picked up \$18,000 in second-half point money from the Camel Pro Series fund. Ted Boody got \$11,000 for having the second-best second half; Gary Scott earned \$9000.

* * * *

Happenings at the October FIM meeting in Venezuela. A 125 team motocross event, similar to the Trophee and Motocross des Nations events held in September, has been scheduled for March 27th in Italy. The all-events-count scoring system was retained. Speedway bikes were limited to 34mm carbs for four-valvers and 36mm carbs for two-valvers. Twin carburetion was banned for 1979 and a minimum weight limit of 176 pounds was set. A liberalization of ISDT part changes rules is expected at the February meeting. These changes would include allowing tire changes at any checkpoint and a point penalty rather than exclusion for refueling on the loop. Official world championship status for the ISDT was withheld.

* * * *

The 125 National Motocross controversy revisited. If FIM scoring had been used (15 points for first, etc.) the three contenders would have headed into the final moto: Glover 115, Hannah 111 and LaPorte 110. Without the final-moto place-swapping it would have totaled out to: Glover 127, Hannah 126 and LaPorte 120. All of which, in the grand scheme of things, really goes to prove nothing. Which is as it should be.

* * * *

The AMA has scheduled the opening stadium motocross event on February 19th in direct conflict with the Florida Winter Series. The stadium event will be at the Seattle Kingdome in Washington.

* * * *

Full Bore West and Ossa West were purchased by D. Greg Toms from John Taylor, President of Yankee Accessory Corporation, last September. FBW distributes Full

Continued on page 60

DIRT BIKE

AEROSMITH. AMERICA'S BIGGEST DRAW.



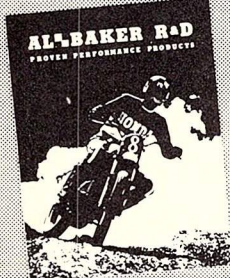
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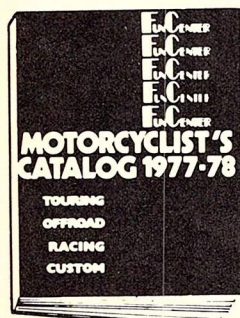
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RIDERS WRITE

HUH?

You don't fool with the cool
'cause the cool don't fool.

You don't mess with the best
'cause the best don't mess.

So be cool you fool
and don't tangle with the cool.

'Cause when you mess with the
best you go down with all the rest.

(Chorus) So be cool! (You fool!)

Snaffie

Reseda, California

HOW TO GET STARTED

I would like to see more about
Bob Hannah, Broc Glover, and
their bikes, which are Yamahas.
Now what I would really like to say
is: How do you get started in pro
racing?

Richard Wells

Clarksdale, Mississippi

*Buy a bike and gear, find a track,
and get started in amateur racing.
Then it's WFO until you're a
pro . . . Ed.*

THIS LETTER SHOULD BE ENTITLED

Salute to Dick Mann. I purchased
a frame, pipe, etc., from Dick for
my TT500 in March of 1977. It
went together just like it was
supposed to, easily. The pipe fit in a
strange sort of way. After riding for
seven months I called Dick to find
out why my pipe was different. I

placed the call on a Monday, was
informed that I had the wrong pipe
and got a complete new pipe on
Thursday. Dick Mann not only
builds great frames, he stands
behind his product and is a real
gentleman to boot. A rare
combination these days.

Chuck Kribs

Marshalltown, Iowa

*Yes, indeed. A rare combination
these days. For those interested, the
address is 904 Wright Avenue, Unit
34, Richmond, California 94801;
(415) 234-6556 . . . Ed.*

OF COURSE WE CAN

I'm wondering if you guys can
help me. I'm from Guam and I'm
fast on a bike. I used to ride for a
Suzuki shop back on the island. Can
you put in a word for me to the
local shops?

James Cepeda

Basye, Virginia

*Hey, local shops. Jimmy is fast.
Give him a shot. OK, Jim? . . . Ed.*

RGF?

To you "lightweights" who have
yet to know the Ancient Dirt Bike
Secret: hang it up. There's only one
way to find out. Someday if and
when you're goin' RGF everything
will go black and if and when you
can see, as if awakened from a

Continued on page 70

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Sizes S-M-L-XL
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Your name or other message on back of jersey, in 1 or 2 lines, 10 letters and spaces per line max. 8" number (your choice) from 0 to 99. Jerseys described at left and below. Use special lines in order blank.

Adult Sizes S-M-L-XL

Team Colors
\$5⁹⁹ ea.

Four t-shirts are displayed, each featuring a different motorcycle brand logo. The top row shows a black t-shirt with the 'KAWASAKI' logo in white and a white t-shirt with the 'SUZUKI' logo in black. The bottom row shows a white t-shirt with the 'YAMAHA' logo in black and a black t-shirt with the 'HONDA' logo in white. Each logo is accompanied by a small graphic of a motorcycle rider.

This ad shows our regular low prices, but we've got a big Sale going! 10% OFF every price shown when you use coupon below to order.

Fine quality grips
fit all handlebars.
No. 38 Blue
No. 39 Yellow
No. 40 Black

Heavy chrome finish.
No. 70 Boy's Bracelet
No. 80 Adult Bracelet

YAMAHA HONDA SUZUKI KAWASAKI

Sound-powered communication system for double riders. Makes 2-way conversation clear and easy at normal tones—at any speed.

Hi-Q PRODUCTS, INC. - Phone 205/585-3588
P. O. Box 455-D2, Abbeville, Alabama 36310

(No Cycle Name) \$

Our top-quality heavy blue
denims, as described just
below. **PERSONALIZED FOR
YOU.** Up to 10 letters on
each side. Choice of 3 trim
color combinations. Use space
in coupon to order.
Sizes: **CHILD 24-26**
ADULT 28-30-32-34-36-38-40
No. 56P Gold & White
No. 57P Red & White
No. 58P Green & White

\$17⁹⁹ pr.

Excellent quality, highly protective, smart styling. Cycle name in bold black letters on both sides. Stripping in team colors. Removable hip and knee pads. Knee pockets will accommodate cups. No. 75 pants have no cycle name, are striped in vivid red, white and blue.

Sizes: CHILD 24-26; ADULT 28-30-32-34-36-40

No. 71 Yamaha	\$18.99	No. 73 Suzuki	\$18.99
No. 72 Honda	\$18.99	No. 74 Kawasaki	\$18.99
No. 75 Red-White-Blue	No Name	\$17.99	

Guaranteed unbreakable brake and clutch lever set. Extra light weight. Fits all handlebars. Mounts without removing grips. Black. No. 35 Lever Assembly **\$5⁹⁹ set**

Hi-Q P. O. Box 455-D2
PRODUCTS, INC. Abbeville, AL 36310
Phone 205/585-3588

ORDER \$10 or more and get FREE Bungie Cord. ORDER \$20 or more and get FREE 4-Way Bungie.

- WE GUARANTEE 5-DAY DELIVERY or your money back if you send cash or M.O., or use Credit Card. Custom-lettered items take one week extra. Checks take 2 weeks to clear our bank.
- All Hi-Q merchandise FULLY GUARANTEED against defects in materials and workmanship.
- Order \$20 or more and we will ship FREE!

[illegible]

SHIP Name _____
 TO: Address _____
 space? City _____ State _____ ZIP _____

[illegible]

☐ Cash enclosed
☐ Ship COD; I enclose \$2 deposit
☐ M. O. ☐ MasterCard
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CARD
NO:

Four Of These Bikes Are Going To First Prize Winners. Will You Be One Of Them?

THE INTERNATIONAL SIX MONTHS TRIAL

Here's a chance to match moto wits with the DIRT BIKE staff, and, if luck and ability stay with you, to win . . . A FREE MOTORCYCLE AND A COMPLETE SET OF RIDING GEAR!

If . . . you can successfully finish all six monthly checkpoint contests to qualify, and,

If . . . you have the best score in the monthly Special Tie-breakers, you could win one of the four Grand Prizes.

Your choice from the current (Spring, 1978) models of these bikes . . . HONDA CR250 — HONDA CR125 — KAWASAKI KD125 — KAWASAKI KE125 — SUZUKI PE250 — SUZUKI RM250 — SUZUKI RM125 — YAMAHA IT175 — YAMAHA IT250 — YAMAHA YZ125 — YAMAHA YZ250.

. . . PLUS a head to toe riding outfit from the manufacturer of the riding jersey. And one of the lucky bikes you choose AND Four First Prize bike winners will also receive official DIRT BIKE leathers (made by Bill Walters) and a DIRT BIKE enduro jacket (made by Griffin).

FOREIGN READERS. You can enter too. (Send entries via air mail.) We will allow extra time for receipt of foreign entries.

Each monthly contest quiz produces monthly prize winners too.

OTHER PRIZES THIS MONTH

(listed in alphabetical order):

BATES gloves and riding belt
BELL helmet
D G PERFORMANCE jacket, sweat shirt and hat
ELECTRO helmet
FULL BORE Trophy boots
FULL HOUSE Tony D gloves
SIMON SAYS YES Gold Belt and Spoiler visor
SHOEI HELMET helmet
BILL WALTERS jersey (DIRT BIKE or any brand)

**THIS MONTH'S
FIRST PRIZE:
TORSTEN HALLMAN RACING
riding outfit of boots, leathers,
jersey, gloves and helmet.**

Monthly first prizes of complete riding gear outfits have been or will be provided by TORSTEN HALLMAN RACING, J T RACING, HI-POINT and MALCOLM SMITH RACING PRODUCTS

CONTEST RULES

Send your entry to:

DIRT BIKE CONTEST- #4 FEBRUARY

P.O. Box 317
Encino, California 91316

**FAILURE TO USE THE ABOVE
ADDRESS WILL EXCLUDE
YOUR ENTRY!**

Don't forget to include your name and address on your answer sheet.

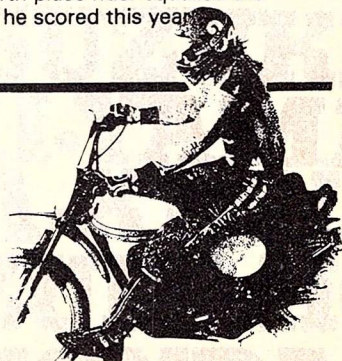
Checkpoint FOUR: OBSERVED TRIALS

The five riders: the only two national champions America has ever had, the current world champion, a former European (world) champion and America's highest ranked rider in the 1977 world rounds. All five riders swapped bikes, only one remained on his normal brand. List the placing of each rider, the brand bike he was riding and his number plate.

Two contests in one. The six monthly quizzes and the half a year biggie. Nothing to buy. No salesman will call.

- 1) The English rider finished ahead of one American.
- 2) The red bike finished first.
- 3) The only bike that wasn't Spanish finished second.
- 4) The winner was on his normal brand bike.
- 5) The last to finish was Finnish.
- 6) The number plate of the rider who finished just ahead of Schreiber equalled the last two digits of the year he won the first AMA national championship.
- 7) The world champion was on the bike the third place finisher normally rides.
- 8) Lane and Bernie both wear Wellies.
- 9) Rathmell's number plate was half of our national champion's number plate.
- 10) The number plate of the rider on the Montesa was half of the number plate of the rider who finished just below Schreiber.
- 11) The number plate of the runner-up equalled his world ranking in 1977.
- 12) Rob Shepherd did not take a five in the mud hole.
- 13) The Montesa finished below the Bultacos.
- 14) The heaviest eater of the five finished fourth, just ahead of the rider with the lowest number plate.
- 15) The total of all five number plates equalled 95.
- 16) The number plate of the fourth place rider equalled the number of national victories he scored this year.

- 1) Malcolm Rathmell's nickname is _____.
- 2) In what world round did Bernie Schreiber finish second? _____.
- 3) Who won the Scottish Six Days Trial in 1977? _____.
- 4) Two riders are tied for most wins in the Scottish Six Days Trial. They are _____ and _____.
- 5) Who is the last rider to beat Marland Whaley in a national trial? _____.
- 6) You're riding a section. You put your left foot down twice, your right foot down once, touch a tree with your left hand, spin your rear tire in the same spot for five seconds and then exit the section to the left of the left end marker. What's your score for the section? _____.





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SUPERCROSS SERIES

Hannah is the top banana

by Len Weed

Photography by Mark Kiel and Jack Wright



Most of the dirty work was done in March and April, but it wasn't until July, at the birthspot of stadium motocross, that Bob Hannah clinched his National title for 1977 — the Supercross Series. Bob won six of the ten events to salvage some laurels from a year that saw minor mishaps derail strong title efforts in both the 125 and 500 National classes.

The Mr. PiBB-sponsored series was originally scheduled for 12 rounds, but a second event in Dallas was rained out and the New Orleans Superdome was rescheduled from a two-day doubleheader to a singleton.

The ten races drew over 330,000 viewers and total purse payout approached \$250,000 — cheap at



Bob had new trousers for the Anaheim finale. He won that one on a YZ250E production bike.

half the price, considering the bodies pouring through the turnstiles. The Los Angeles Coliseum, site of the Superbowl of Motocross, attracted 60,000. Other figures were: Atlanta 45,000; Anaheim 43,000; New Orleans 40,000; Houston Astrodome 43,000 (for two events); Daytona 35,000; Pontiac Silverdome 50,000 (for two events); and Dallas 17,000 (rain).

The '77 series used the AMA Class C flattracking program of heats, semis, consolation and main introduced in the '76 finale at Anaheim. The 80-rider entry was divided into four 20-rider heats. The top five from each ten-lap heat transferred directly to the main or final event. Placing in that final event determined purse and points payoff. The sixth through 15th finishers in each heat, 40 riders in all, got another shot in one of two 20-rider, ten-lap semis. The two top riders from each transferred to the

20-lap, 24-rider main, which paid points to the top 20 finishers. A consolation race, held just before the main, allowed the also-rans 15 laps of exercise. There was no Support; it was strictly 250 racing.

ROUND ONE — ATLANTA

Bob Hannah won the opener with a little help from the gremlins. Gary Semics, who had to win a semi to transfer to the main, had the victory well in hand until he broke his chain with less than two laps remaining. Jim Pomeroy inherited the lead. Then Bimbo collided with a lapped rider in the final turn of the final lap and stalled his engine, allowing Hannah to scoot by for the flag. Just four laps earlier Bob had fallen and

rejoined the chase some eight seconds behind Pomeroy's big red machine.

Jim Weinert, defending Supercross champion, did not race. He was still mending an arm tendon injury suffered while competing as one of the 12 finalists in the ABC-TV Superstars series.

The race was a first for Atlanta Stadium and drew over 45,000 spectators despite day-long rain. That's the largest crowd ever to attend the first presentation of a stadium race in any given locality.

ROUND TWO — DAYTONA BEACH

Hannah extended his '77 win streak to 12 by cruising before 35,000 fans. Kenny Zahrt (Bultaco)

held the lead for the first five laps until passed by Jimmy Ellis. A lap later Ellis went down and dropped to fifth. Hannah then went by Zahrt and held off Ellis' charge back from fifth that brought him within four seconds. Zahrt took third.

ROUND THREE — HOUSTON

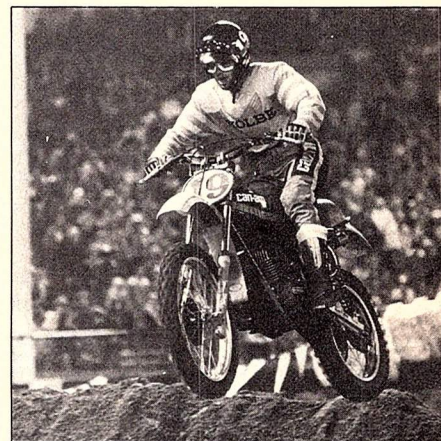
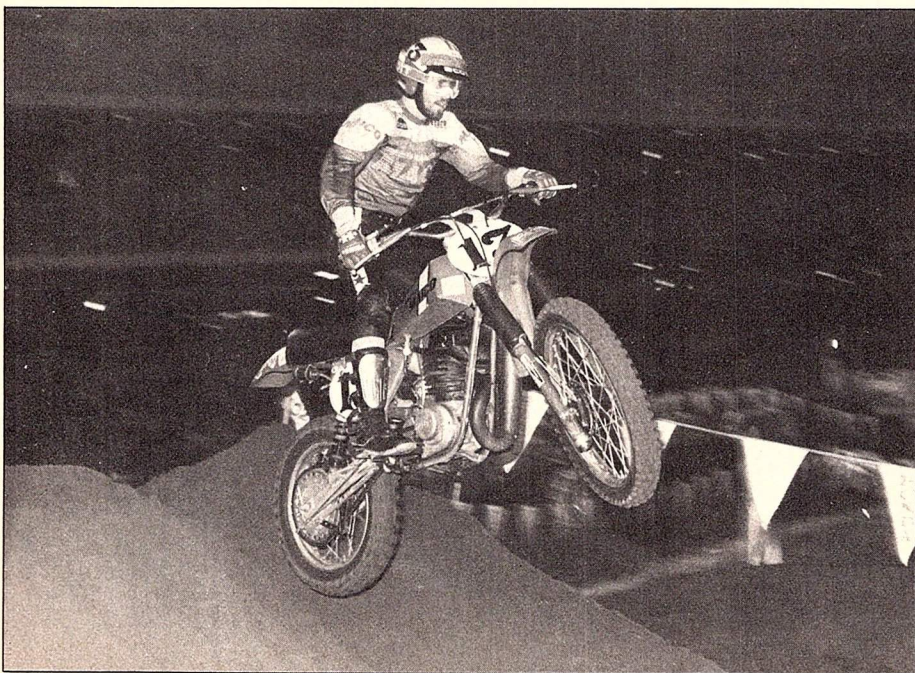
Tony DiStefano ended Hannah's win string at 12 straight, counting the Winter Series, with a gate-to-gate effort. Jim Pomeroy was second, with Hannah settling for third. Jimmy Weinert made his first appearance and finished poorly after crashing.

ROUND FOUR — HOUSTON

Saturday night's return engage-



Jim Pomeroy scored five seconds to finish series runner-up. Check out his clutch hand.



Jimmy Ellis won in Houston, rode the final round on a borrowed bike.

ment was no easy victory for two-time Superbowl winner Jimmy Ellis. He had to battle Jim Pomeroy all the way. Ellis made it with a late effort, relegating Pomeroy to his third second in four tries. Hannah's tenth and Pomeroy's pair of seconds for the weekend deadlocked the pair in the points standings. That tenth was a typical Hannah performance. Almost a full lap behind after throwing a chain, he raced through the pack to at least salvage some points. The Jammer indicated that he was healthy again by taking a sixth after starting dead last.

ROUND FIVE — DALLAS

Six inches of rain turned the home of the Dallas Cowboys into enduro country, nearly doubling the dry track lap times. Kent Howerton, always a good bet for a

Gaylon Mosier finished third overall, scoring in nine rounds.

holeshot in his home state, took the early lead, but crashed after a few laps to turn the battle over to the pair deadlocked for the series lead — Hannah and Pomeroy. From there on it was a-slippin' and a-slidin' as the duo took turns going down. Pomeroy crashed last on the final lap, letting Bob slide home first. It was the second time in three weeks that a final-lap crash cost Pomeroy a win. Despite the deluge, some 17,000 showed up for the show, but the second half of the twin bill, scheduled for the following evening, had to be canceled as portions of the track were under as much as two feet of water. At the halfway point, five races remaining, Hannah held a three-point margin over Pomeroy.

ROUND SIX — PONTIAC

Hannah won again, topping DiStefano and Pomeroy. Tony put a boot into Bob's rear wheel during their qualifying heat, but both went on to the main and their one-two evening.

ROUND SEVEN — PONTIAC

The gang was back at it the next afternoon. Jimmy Ellis was the early leader as Hannah tangled with Pomeroy at the start and went down. He went from last to eighth by the end of the first lap and passed Ellis with about five laps remaining. Tony slipped by Ellis on the final laps to score his second second of the weekend. The two

events drew about 50,000 viewers who had a chance to buy \$5 raffle tickets for the production YZ250 Hannah had ridden. Pomeroy's 12th dropped him 24 points behind the Hurricane as the series took a two-month break to start the National Championship series.

ROUND EIGHT — NEW ORLEANS

Marty Smith scored his second career stadium win, but Hannah's runner-up slot, combined with Pomeroy's sixth, opened up a 31-point spread with two rounds remaining.

Qualifying saw Jeff Jennings dive into a bank of TV cameras. He was able to remount and transfer to the main by still finishing second.



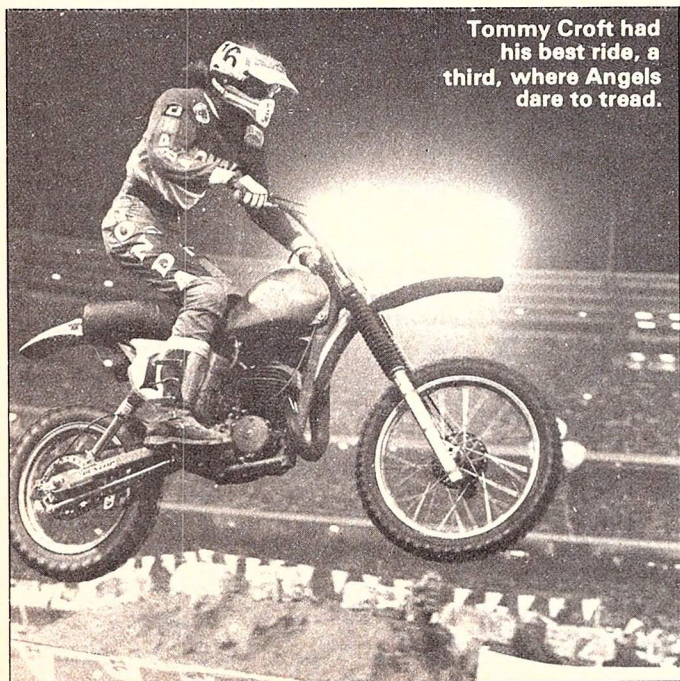
Marty Smith, the star of stadiumcross commercials, won New Orleans, finished fifth on the year.



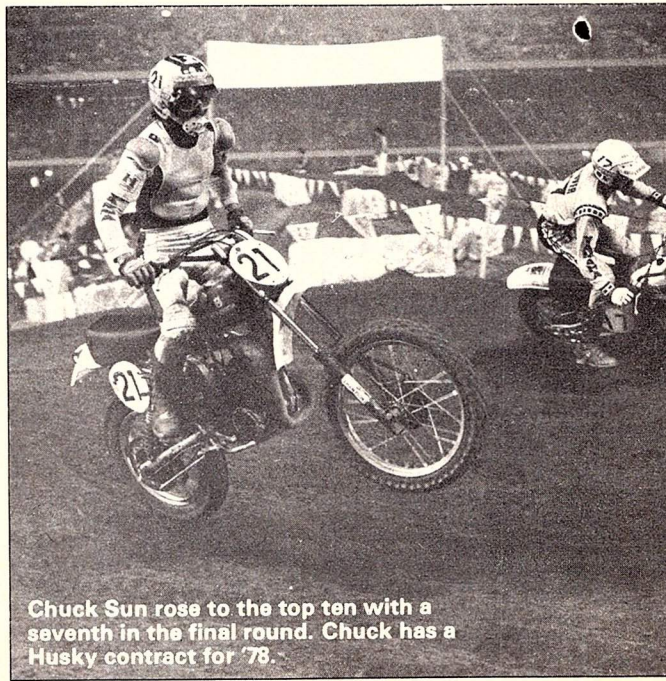
Steve Stackable's number plate tells the story for the series.



Tony DiStefano ended Hannah's win skein in Houston and finished second in both Michigan rounds.



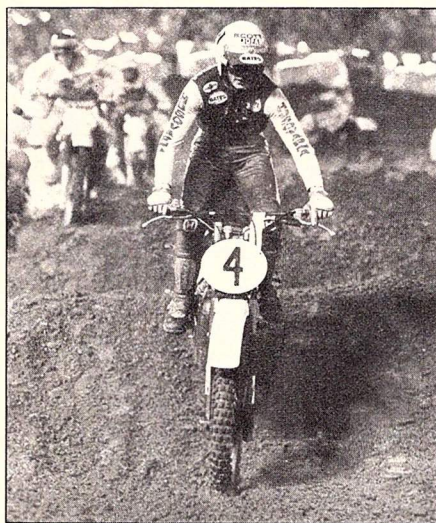
Tommy Croft had his best ride, a third, where Angels dare to tread.



Chuck Sun rose to the top ten with a seventh in the final round. Chuck has a Husky contract for '78.

ROUND NINE — LOS ANGELES

The Superbowl lost ten thousand in attendance, but still drew the largest crowd of the year, over 60,000. Jimmy Weinert scored his first win of the year. Crashes were common — in practice and in competition. Hannah went down in a three-bike tangle during the start of his heat, got going about a lap down and just sneaked into a transfer spot to a semi. Weinert crashed twice. First, in his heat, dropping to 13th before rushing back to make the final transfer place, fifth, to the main. Then, racing with Pomeroy for the lead on the first lap of the final, he went down again. He was back up in sixth, took over second within seven laps and then inherited the lead



Kent Howerton seen at Anaheim after Husky announced their parting.

when Pomeroy went down.

Marty Tripes brought back some memories by topping Roger DeCoster in his heat. Brake damage slowed Marty in the main. Mike Bell, making his first national appearance after signing with Yamaha, finished fourth. Hannah's seventh was enough to give him the series championship as the riders took a four-month break from stadium dicing.

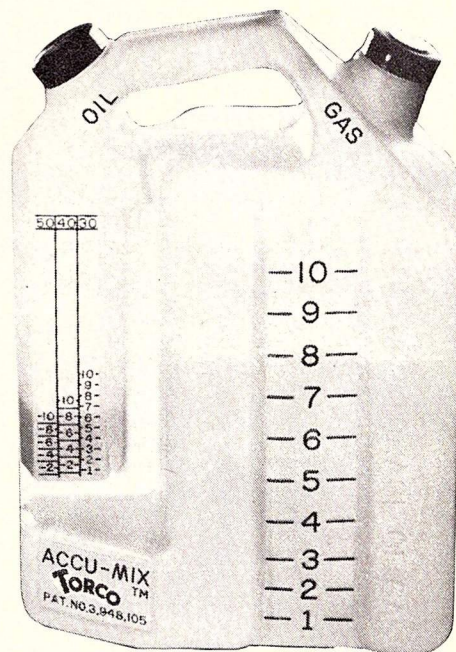
ROUND TEN — ANAHEIM

The home of the baseball California Angels saw the first sellout crowd in stadium motocross history as 43,094 viewed the series finale. Hannah passed John Savitski on the first lap and then left everyone behind. Jim Pomeroy scored his fifth second to take the runner-up slot for the series.

	March 5 Atlanta, Georgia	March 12 Daytona Beach, Florida	March 18 Houston, Texas	March 19 Houston, Texas	March 26 Dallas, Texas	April 2 Pontiac, Michigan	April 3 Pontiac, Michigan	June 4 New Orleans, Louisiana	July 9 Los Angeles, California	November 12 Anaheim, California	
1. Bob Hannah	YAM	1	3	10	1	1	1	2	7	1	217
2. Jim Pomeroy	HON	2	6	2	2	3	12	6	19	2	171
3. Gaylon Mosier	MAI	14	-	6	3	6	9	4	11	6	130
4. Jim Ellis	C-A	3	2	-	1	-	6	3	-	-	122
5. Marty Smith	HON	-	-	17	17	4	5	9	1	2	117
6. Steve Stackable	MAI	5	14	8	8	3	13	-	14	3	112
7. Tony DiStefano	SUZ	4	-	1	-	-	2	2	9	-	111
8. Kent Howerton	HUS	-	4	7	5	-	4	5	7	11	110
9. Tommy Croft	HON	13	17	12	13	8	16	16	4	8	103
10. Chuck Sun	HUS	6	10	-	15	12	-	6	12	9	91

11. Danny LaPorte, Suz 84; 12. Jim Weinert, Kaw 82; 13. Rick Burgett, Yam 66; 14. John Savitski, Suz 65; 15. Terry Clark, Kaw 62; 16. Tony Summey, Yam 57; 17. Steve Wise, Suz 45; 18. Jeff Jennings, Suz 40; 19. Marty Tripes, H-D 37; 20. Mickey Boone, Suz 36.

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FIRST INTO THE FUTURE.

1978 Honda CR-250R: It's designed like a works bike.

Honda's RC works bikes have carried more American riders to Grand Prix victories than any other make. Now the wins pay off for you. Honda introduces the 1978 CR-250R Elsinore.[™] That "R" stands for "Replica" because the new Elsinore is virtually a works-bike copy.

The light, compact, all-red engine displaces 247cc's and produces 36

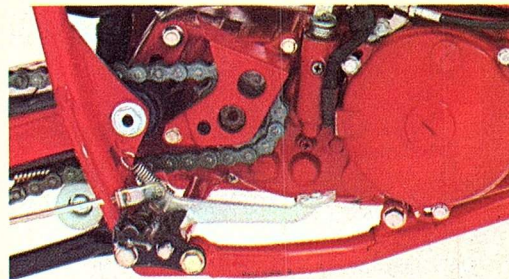
horsepower* at 7500 rpm. The engine features an aluminum cylinder with six transfer ports for efficient combustion chamber scavenging, a

long-wearing chromed bore, and a radially finned cylinder head for better cooling. Reed-valve induction draws in the fuel and air mixed by the 36mm carburetor. A CDI handles ignition duties and is externally adjustable. And there's a smooth-shifting five-speed Honda transmission tucked inside those red cases.

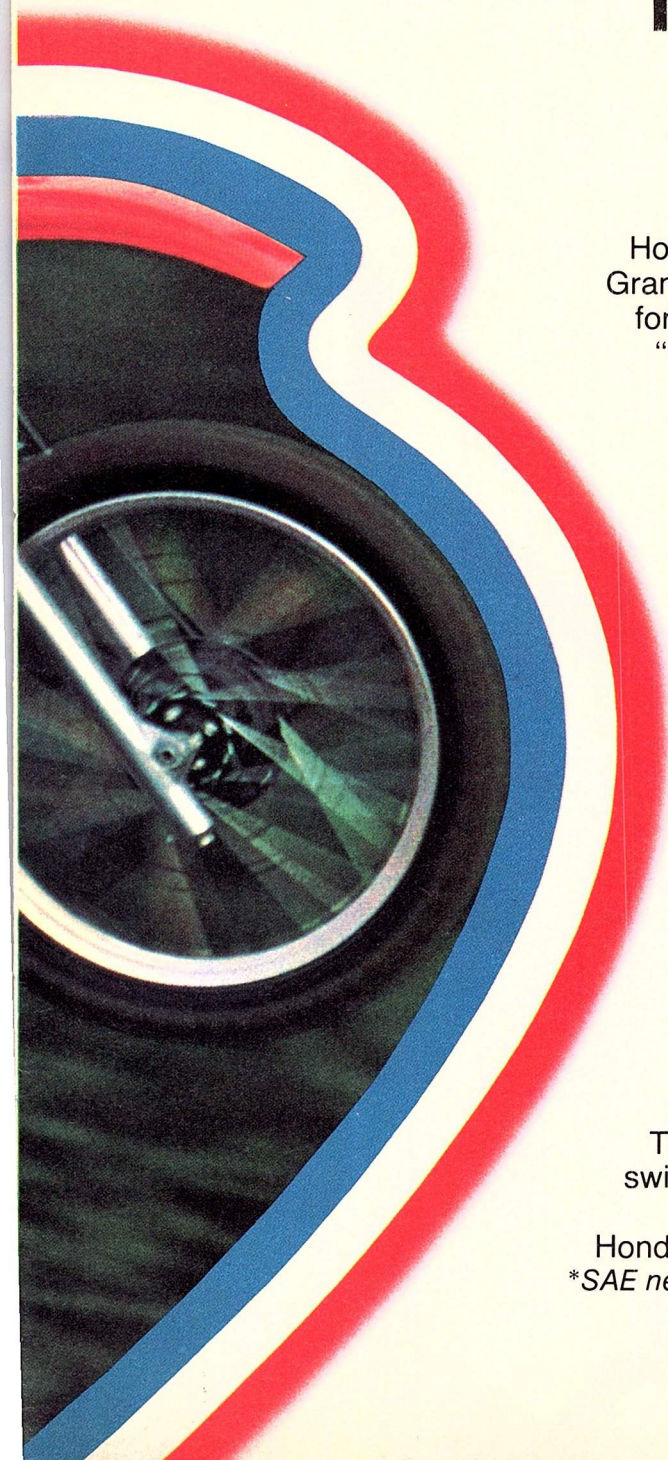
The precise-steering Elsinore frame, handlebars and box-section swing arm are tough chrome-moly. Race ready. The steering head features tapered roller bearings, while the swing arm rides on needle bearings.

And that's just for starters. There's more fire power to Honda's new red rocket as you'll see on the next page.

**SAE net measurement taken at the crankshaft.*



The swing arm pivot and countershaft are located a mere 80mm apart. With the chain properly adjusted, two simple rollers handle all tensioning.



1978 Honda CR-250R: It performs like a works bike.

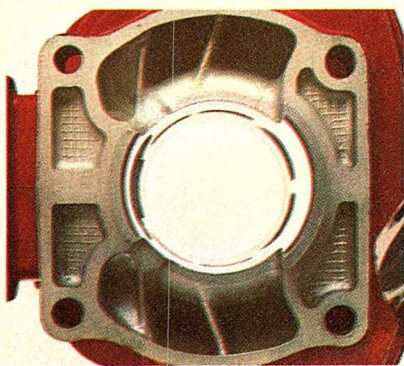
The 250R wheels feature conical aluminum-alloy hubs with magnesium backing plates and alloy D.I.D. rims for lower weight. The full-floating rear brake works to help reduce rear wheel hop under braking. The rear wheel carries a huge 5.00 x 18 tire.

Like the works bikes, the 250R needs no chain tensioner. The countershaft has been located a mere 80mm from the swing arm pivot to minimize chain slack throughout rear wheel travel. With the chain properly adjusted, two simple rollers handle all tensioning chores.

In addition to other weight-saving features, the kick starter, shift lever, brake pedal and both hand levers are forged aluminum. The fuel tank is also aluminum. Overall weight of the CR-250R is a miserly 220 lbs.

Fire up the 250R and take your first cautious laps. Unless you're part of Team Honda and Company, this machine will feel like nothing you've ever ridden before. The power is awesome, but surprisingly controllable. The 250R is a rocket, but it delivers precisely what the rider dials from the throttle. No more, no less.

The suspension really soaks up the punishment. Leading axle Showa front forks deliver a staggering 11.8 inches of travel! And in back, lay-down gas shocks yield 11 inches at the rear axle! That's exactly the same amount of travel as the works Type II RC-250's.



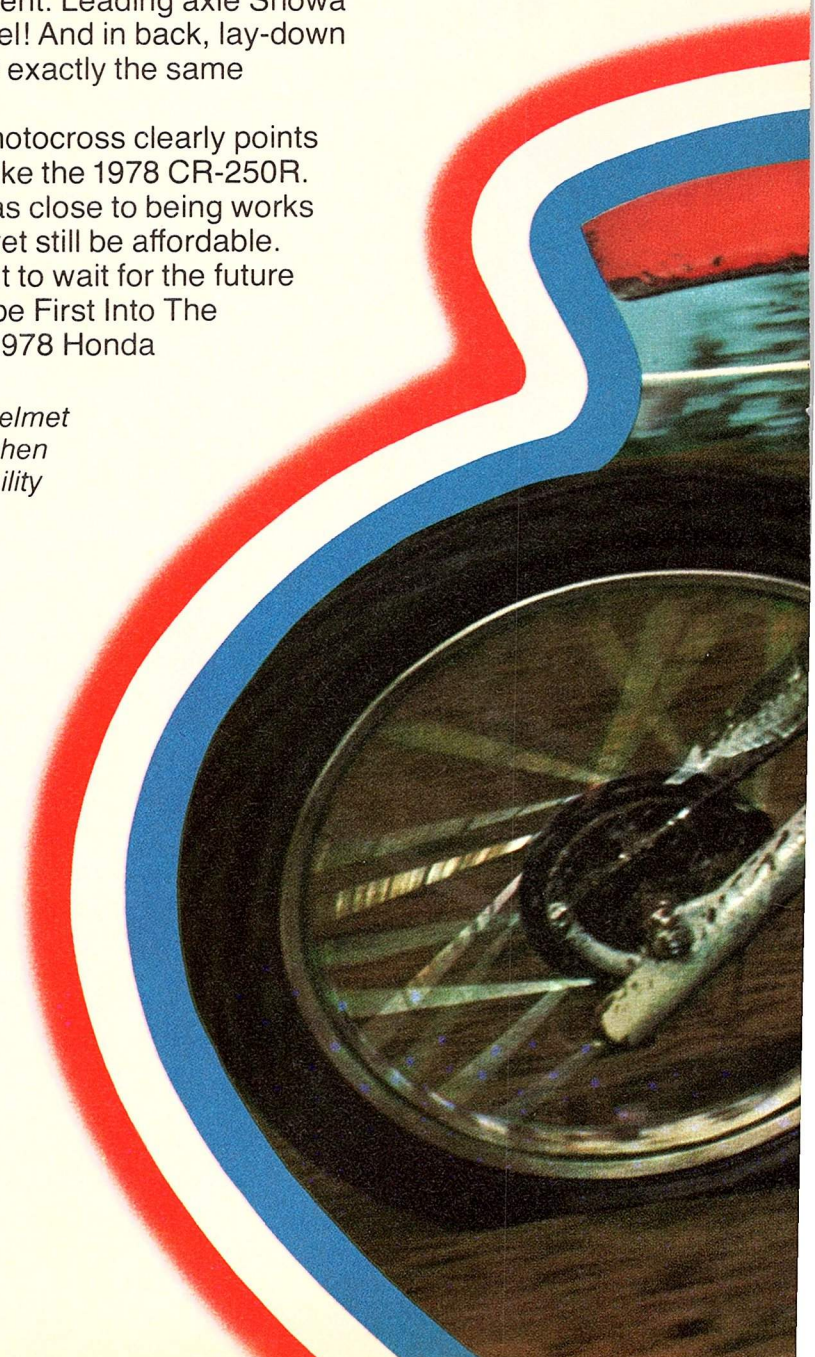
The CR-250R cylinder features a long-wearing chromed bore and six transfer ports for high-efficiency combustion chamber scavenging.

The future of motocross clearly points to more machines like the 1978 CR-250R. Machines that are as close to being works bikes as possible, yet still be affordable. But if you don't want to wait for the future to catch up to you, be First Into The Future today, on a 1978 Honda CR-250R Elsinore.

Always wear a helmet and eye protection when riding. Model availability may be limited. CR's are designed primarily for moto-

cross use and are sold "as is" without warranty. For free brochure, write: American Honda Motor Co., Inc., Dept. DB28CR, Box 50, Gardena, California 90247. See Yellow Pages for nearest dealer. ©1978 AHM.

HONDA
GOING STRONG!





WORLD CHAMPIONSHIP REPLICA

HUSQVARNA'S 250CR

Super suspension, improved handling and
competitive power . . . finally

by the Staff of DIRT BIKE



125 National Champion Broc Glover aboard our test unit.

In January of '77 we were fortunate enough to give you a test on a pre-production prototype of the 250 that Heikki Mikkola won his World Championship on the previous season. Basically, it was an excellent-handling motorcycle with incorrect rear dampening and non-competitive power. Surely not the same engine Heikki was using.

Today we have in our hands

basically the same machine, but with enough improvements to make it a serious contender for "Best in Class" honors.

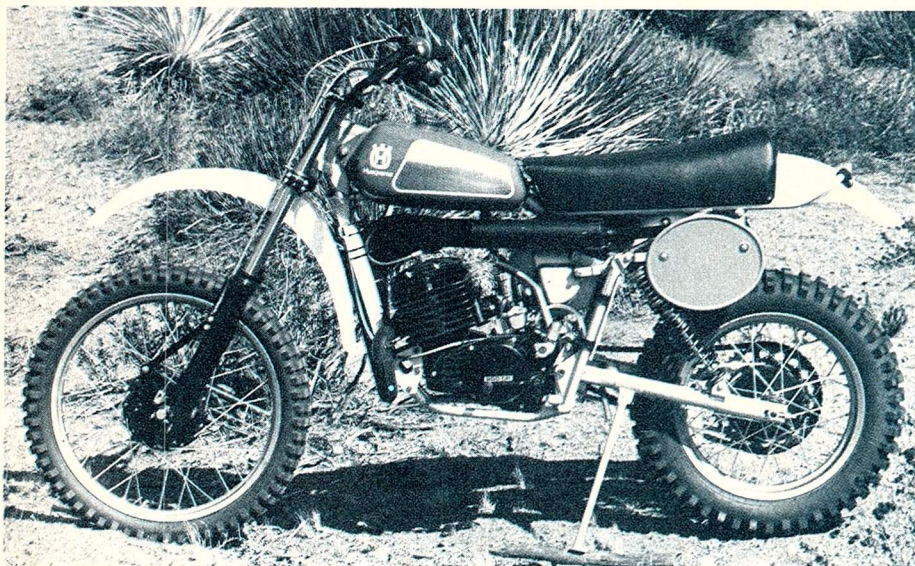
A package that was merely fundamentally correct in its pre-production stages over a year ago has matured into a force to be reckoned with in the quarter-liter class.

Our major complaint with the



model we tested earlier was that it lacked the punch to give it that necessary competitive edge. The low and mid-range were a perfect example of that classic "European-type" power. It was very smooth and predictable, but soon lost momentum and had virtually no top end. Husqvarna's latest CR250 is a whole new bag of beans.

Perched atop the new magnesium engine cases is an entirely new cylinder which the Swedes smirkingly refer to as the "B-52" design for its downward-angled cooling fins. For the first time Husqvarna has gone to a replaceable cylinder liner as opposed to the cast-in arrangement used up till now. The cost of replacing the liner after a few rebore is considerably easier to handle than replacing the entire cylinder.



Can we interest you in a new 250 motocrosser? You should seriously consider one of these Swedish units before you pawn your Smith and Wesson.

More significantly, the entire porting design is new and features a single exhaust port, unlike the bridged configuration of years previous. This was done to reduce the possibility of seizures because of the higher temperature involved when using a bridge. The transfer ports have been upped from two to four. The four intake ports of last year have been debridged and enlarged to form two larger ports. All of this was done in conjunction with raising the entire cylinder 5mm and utilizing the longer 390 rod to increase the intake timing, thereby improving the power.

A more obvious and externally

visible change is the cast-in reed box. Now there are fewer pieces, reducing the possibility of air leaks. As on our 390 Auto, the new 250 pulls its fuel/air mixture through a 38mm Mikuni.

The end result of the porting changes along with a higher compression (14.3:1) head is a very potent and competitive power output that is at the same time extremely usable and predictable.

Putting all those pent-up ponies to the rear wheel are the same six well-spaced gears we have come to appreciate. Shifting action is smooth and precise. If you miss a gear, it is due solely to your lazy foot.

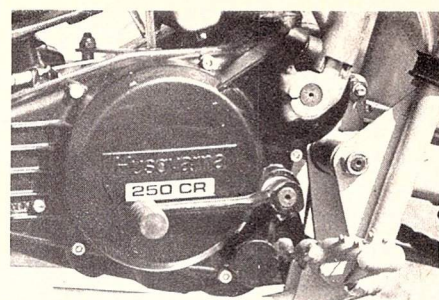
Starting is now easier than ever before because of the new starter pedal design. It allows your boot to swing past the footpeg to get maximum spin to the engine. This,

combined with the Motoplat electronic ignition, made first and second-kick starts the norm.

The cross-over and through-the-frame up-pipe appears to be identical to last year's, but is actually 15mm larger in diameter in the belly section with modified cones to aid the new respiratory system. The '78 CR is the quietest 250 motocrosser we've tested.

Several improvements have been made to the chassis and running gear to make the '78 Husqvarna an even more reliable and better handling racing machine.

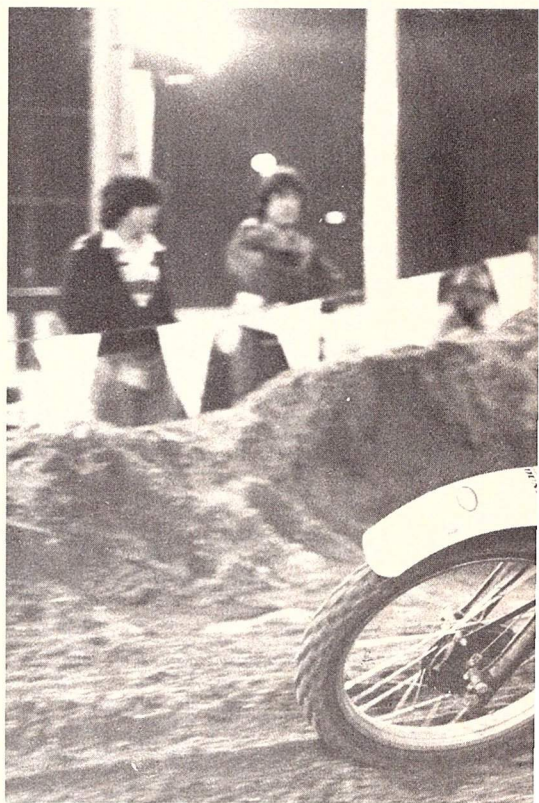
You'll find that the engine is cradled in the same Swedish chrome moly steel chassis as before, but the swingarm is now considerably more rigid than last year's. The same two-millimeter wall thickness is used, but the diameter is increased



The new starting lever makes kicking much easier, but it occasionally gouges your leg. It's still not really right.

greatly. Yet, the swingarm is no heavier because gusseting is now unnecessary. Rear axle adjustments are now handled Maico-style and, as before, the arm pivots on needle bearings.

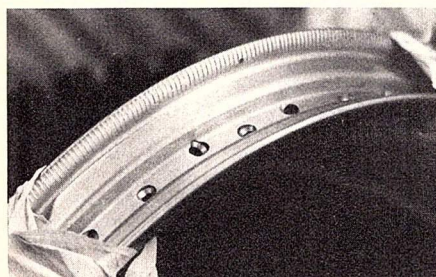
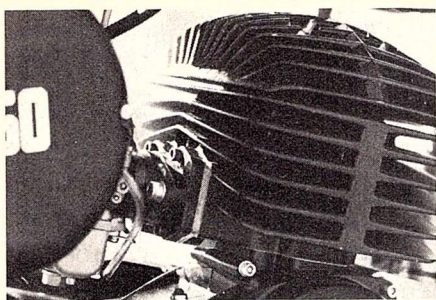
Tapered roller bearings are now used instead of balls in the steering head.



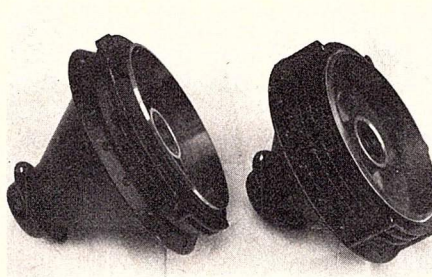
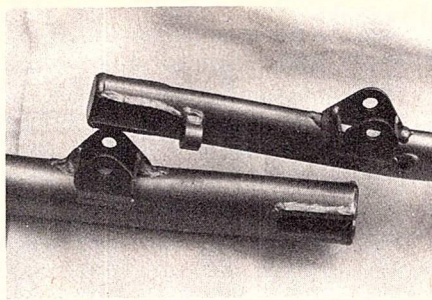
Marty Moates borrowed our test bike for the final Supercross at Anaheim and won the start in his qualifier.

Husqvarna has Girling build their gas shocks to their own specifications so that they are perfectly matched to the task at hand. Those found on our CR boast a 30-percent increase in oil capacity over previous Husky/Girling models and performed admirably throughout our testing.

The more time we spend aboard the new Huskys, the more we come to appreciate what an outstanding

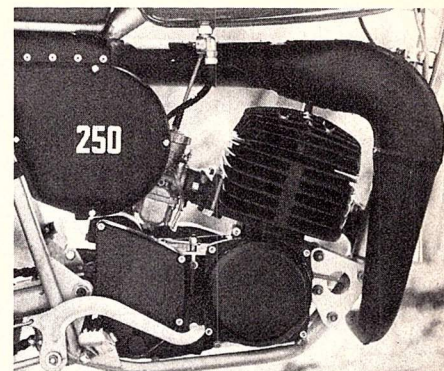
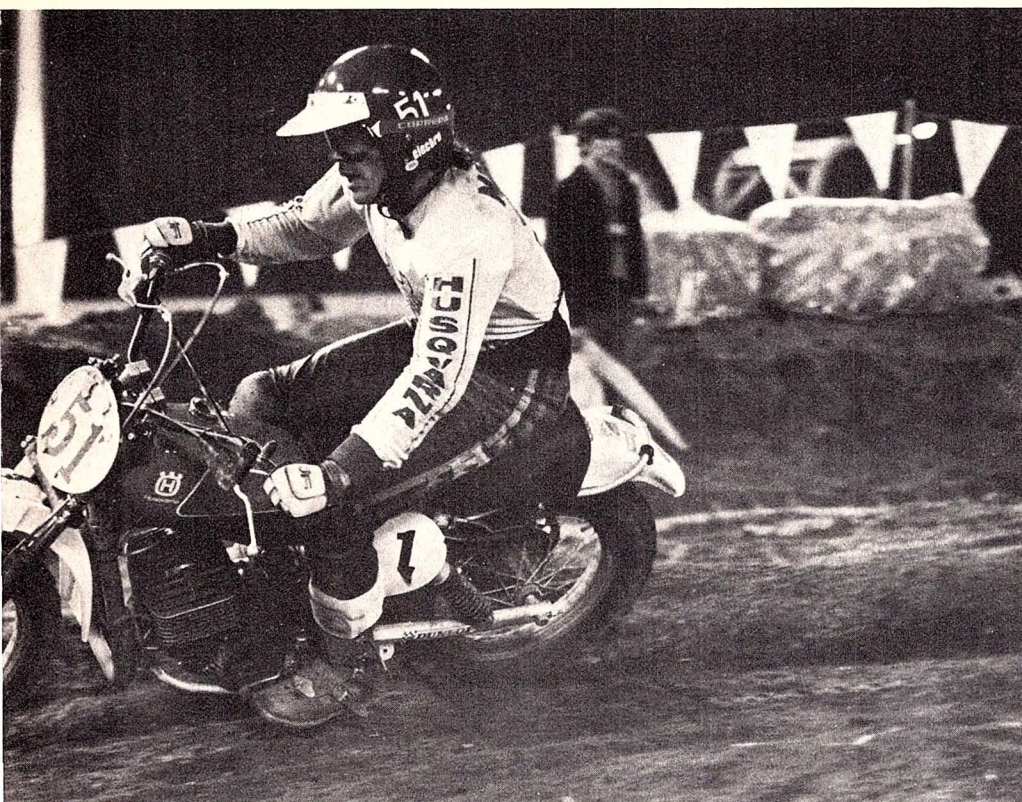


A closer look at the "B-52" cylinder with cast-in reed box. The new, larger-diameter swingarm compared to last year's. The wider '78 hub as opposed to the '77. The new deep-welled Husqvarna rim.



the full-floating variety for maximum smoothness and rear end control. The rear drum is now cast in rather than pressed in to a newly designed conical hub to prevent the possibility of the drum coming loose under excessive heat situations. The greater width of the hub between the bearings allows better absorption of wheel loads. In addition, the spoke flanges are also farther apart. This makes the wheel, as a whole, stronger and less susceptible to breakage. Huskys are not known to have this problem, but it is nice to know that someone is aware that with the advancements in suspension technology, you are bound to be hitting bumps both harder and faster.

Possibly the first things your eyes will be drawn to are the gold-anodized rims. They are manufac-



A major improvement in power stems from numerous changes within the new cylinder casting. A nice feature of the brake pedal is that you can slide your boot off rather than having to lift it. A heat shield is needed on the pipe for those tight left-handers.

tured by Husqvarna in Sweden. A unique feature is the extended "well" where the spokes attach. This well facilitates a much easier tire change. The deeper well allows the bead to fall into it while you work off the opposite side. At the same time, the spokes can be shorter and therefore stronger. Our test unit came with spikes in the rims to secure the tires from slipping, although holes for rimlocks are provided. We were told that the first batch will be coming with rimlocks installed. While spikes may be all well and fine for Six Days work, it's a real bummer to have your tire come off the rim with half a lap to go on a motocross course.

Something you may not have noticed right off is the 17-inch rear wheel. That's right, the first brand to give you over nine inches of

set of forks they have. They possess absorption qualities over a range of bumps from minute to cavern-like. They work well everywhere. The only criticism we can offer is that the springs were a tad on the soft side. To correct this we added six to eight pounds of air pressure (depending on rider weight) through a set of Goki air caps. We then felt that their action was very well matched, as far as springing goes, to the rear end. This relationship and compatibility between the front and rear suspension is much more

critical than some can imagine when looking at overall handling performance. Luckily for you, the first batch of Huskys to come across should have their own air valves already installed in the forks so you can fine-tune for varying terrain conditions.

The brakes are right up to par with what we have come to expect from all the major components from Husky. They are smooth, strong and predictable. You always know what the wheels are doing. Neither brake is prone to fading. The rear is

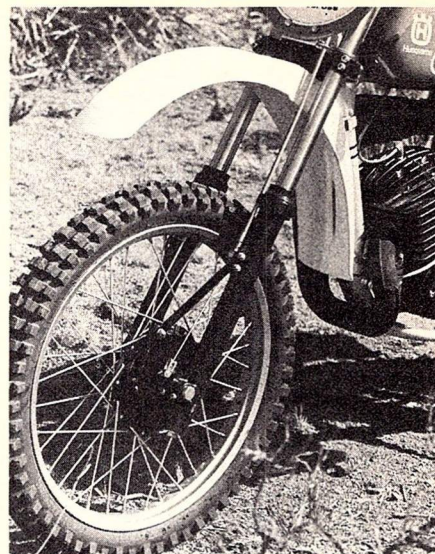
suspension travel last year (240mm, 9½ inches plus) is now the first to come with a 17-inch rear wheel as standard equipment. At this point, the 17 is still in its relatively early stages of development. Depending on who you talk to, this may or may not be the ultimate setup. Through the feedback we have collected in the amount of time we have spent experimenting with the 17, we feel that with the correct compounds, it is advantageous in a majority of situations on a 250, and especially on an open bike.

THE MACHINE IS CAPABLE, ARE YOU?

If you're much shorter than five foot eight, you may have trouble using the CR to its fully intended potential. The seat towers a full 94

kind of power that's predictable enough to make an Intermediate or Novice feel comfortable while providing enough punch to please a majority of professionals. You can slip her into a berm and dial on the beans, confident that there will be no sudden surges. The changes in porting make the new CR very tractor-like in its low end and mid-range. The healthy mid-range builds smoothly into its new top end performance, where the Husky just flat moves out. This type of power is especially appreciated in minimum traction situations such as burnt, dry adobe or mud, where the link between your throttle hand and the rear wheel is critical for consistently quick lap times.

When Husky went to the leading axle fork design, the steering



242mm of the finest travel and dampening available on any production motocrosser.

slide well, because they do. Like all long-travel suspension machines these days, it just takes some time to get used to because of the higher center of gravity. Sitting well forward is a must.

Straight line stability is excellent in the whoops or accelerating up a rutted hill. We never noticed any swingarm flex before, but the beefier unit must help you as much physically as it does mentally. The '78 CR makes one feel as confident as one can while flat-out in the whoops. There are no strange tendencies or bad habits to worry about.

Without a doubt, Husky's leading axle forks are the finest units to be found on any production dirt motorcycle to date. They absorb small ripples equally as well as huge, square-edged holes. We were equally as pleased with the rear suspension. The increase in oil capacity enables the Girlings to perform as well as many shocks with remote reservoirs. We had no problems with fading, and their springs are very well matched to the front end.

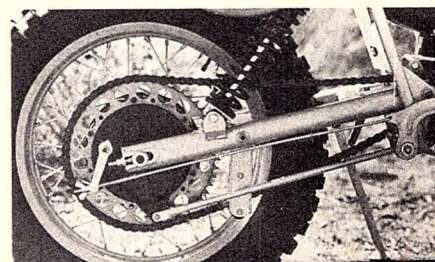
cm (over 36 inches) above the earth. Hopefully, for the sake of motocross, humans will evolve toward taller bodies with longer legs.

After a few casual laps you'll quickly build a "feel" for the bike. The harder you push it, the better it works.

With the amount of power on tap for '78, you'll waste no time getting from one corner to the next. It's the

underwent a noticeable improvement. The CR's steering ranks with the best. It is very precise. Swapping the Trelleborg up front for a Metzeler (because of the type of tracks we tested on) was enough to give our test riders total confidence in its turning abilities. Just pick your line and use it.

Huskys inherently prefer berms to full-lock slides. Not that they don't



Full-floating brake, two chain guides, and a 17-inch wheel.

The only real problem we experienced during the course of testing was with the front brake cable. It chose to bow out rather than follow the guides as the forks compressed. A clamp like the one found on the latest Kayaba forks is necessary to sufficiently secure and direct the cable.

AS A WHOLE

Everyone who rode the new CR250 liked it. Some more than others. The brand of bike they were more accustomed to riding affected their opinion. It takes some time to get to know the Husky. But, once you do, it'll make a better rider out of you. It offers superb suspension, excellent handling, great power, and no bad habits.

The Husky may cost a bit more

than some other bikes, but when you consider the quality of the components and the reliability record, we feel that it's well worth it.

Is it the bike for you? That is a question which is getting harder and harder to answer. As the machinery gets better and better, our job gets more and more difficult. Surely the best way to find out if the bike is right for you is to ride one. Unfortunately, this is usually difficult or impossible to arrange. Ultimately, we are putting the decision back into your hands. We are not going to decide for you. We will say that the new Husqvarna CR250 is one hell of a motocrosser. It's tied dead even with our last ultimate 250 motocrosser for first place.



Chuck Sun rode a virtually stock CR250 throughout the National series this past season. The only non-stock items were his personal preferences for tires and grips, a little clean-up work on the ports, some extra teeth on the pegs for extremely muddy conditions and a Gunnar Gasser throttle. During the Trans-AMA series he began swapping for '78 components like the new swingarm, steering head bearings and kickstarter as they arrived from Sweden. When Kent Howerton disappeared from the Husky pits, Chuck was able to use Kent's latest suspension systems. A set of lengthened dampener rods and fork tubes with longer springs gave him an extra inch of travel up front. In the rear, a set of 16-inch Ohlins with three separate springs offered nearly 3/4-inch more travel in the rear. The Husqvarna team riders and Bengt Aberg, who runs Ohlins on his four-stroke Yamaha, are very pleased with the performance of these remote reservoir units. They will be available soon through Husqvarna and Torsten Hallman dealers.

HUSQVARNA 250 CR

Price (approx. retail, West Coast): \$1815

Engine Two-stroke, reed valve

Displacement 245cc

Bore & Stroke 69.5x64.5

Compression Ratio 14.3:1

Carburetion 38mm Mikuni

Clutch Six-disc, magnesium

Primary Drive: Straight cut gear, 2.413:1

Transmission Ratios:

1) 2.06

2) 1.55

3) 1.23

4) 1.04

5) 0.88

6) 0.77

Final Drive: Reynold 520, 4.67 ratio

12-tooth countershaft

56-tooth rear sprocket

Electrics Motoplat CDI

Lubrication Pre-mix, 32:1

Recommended Oil: Castrol R, Pennzoil

Fuel Tank Capacity: 7.8 liters (2.0 gallons)

Frame Double cradle, chrome moly

Suspension:

Front: Husqvarna forks with 242mm travel

Rear: Gas Girings (Husqvarna spec.) offering 254mm axle travel

Starting Non-primary kick

Wheels & Spokes:

Front: Husqvarna 21-inch rim with cross-3 spokes

Rear: Husqvarna 17-inch rim with cross-3 spokes

Tires:

Front: 3.00x21 Trelleborg 544 Moto-cross

Rear: 5.00x17 Trelleborg 544 Moto-cross

Dimensions:

Wheelbase 144.6cm (56.9 inches)

Swingarm length 47.0cm (18.5 inches)

Ground clearance: 32.4cm (12.75 inches)

Bars, height 117.5cm (46.25 inches) width 86.3cm (34.0 inches)

Pegs, height 46.0cm (16.0 inches) width 47.0cm (18.5 inches)

Seat height 94.0cm (37.0 inches)

Fork angle 29 degrees

Brakes:

Front: 160mm, cable-operated, conical

Rear: 160mm, rod-operated, full-floating, conical

Silencer Yes; quiet too

Spark Arrestor None

Warranty 60-day

Parts Prices:

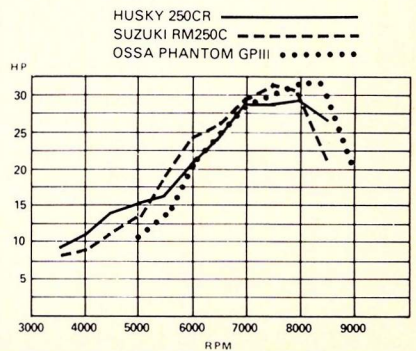
Piston:

(with pin, ring and circlips) \$39.71

Rings \$ 6.11

Clutch cable \$ 5.64

Brake pedal \$ 9.19



3700 MILES LATER...

THE NATIONAL ENDURO SERIES

*"Dick, do you ever get
bored with winning?"*

by Rik Paul

Photos by Brian Palormo

It had the makings of a *great* race. After 1976's exciting down-to-the-wire series, everybody was after the king. Japan upped their effort and changes in the national points distribution deemphasized individual wins, putting a premium on consistency.

The defending champion, unlike some of his challengers, split his program between enduros and reliability trials. It should have been a real edge-of-the-seat series, but alas, somebody forgot to suggest to Dick that he spread out his ten best rides over the year.

Burleson isn't an Alfred Hitchcock fan. Thus his 1977 effort was about as suspenseful as the outcome of Marie Antoinette's trip to the guillotine. Burleson won eight of his first ten rides. In the other two his losses were only by a matter of seconds.

"I started off strong," Burleson comments. A master of the understatement. "I didn't have any mechanical problems all year." Dick won the first two events, the Masterlinks and the Stone Mountain. At the John Zink he tied with Jack Penton in points, but lost to Jack in the tiebreaker. Following that, he came back with three straight wins, in the Lubbock, Texas, run, the Little Harpeth and the Burr Oak.

In the Lonesome Pine, he again tied for first in points, with Don Sanford and Ted Worrell, but was precious seconds behind in the tiebreaker. Don, however, was eliminated by a controversial protest, which moved Ted into first and gave Dick another second. Time then for another hat trick, this time at the Greenhorn, which was a



Dick Burleson completely dominated the first half of the year and wrapped up his fourth championship by mid-season. Feeling good, Dick?



"For everyone but Dick this was a very competitive season. '78 will be even more competitive." Ted Worrell, in his first serious national effort, finished fourth as a Suzuki-sponsored rider.

two-day enduro, awarding double points, the Little Raccoon Classic, and the Porcupine.

After that spurt he was only one point shy of clinching the title, and the series was only half over. After the July schedule break, Dick won the Rock Run in August, and took home the Black Coal in October. To rub salt into the collective wound, he won the Black Coal, one of the hardest runs on the circuit, on a 125. "For three reasons: I'm not a very big guy, and I always wanted to ride a 125. I already had the series wrapped up, so I had nothing to lose. And I tend to get lazy riding a 390 all the time. A 125 really makes you work."

Skip Olson was the series runner-

up. "I had my ups and downs. I couldn't put together a sustained winning streak. It's not that I had a bad year, it's just that Dick wasn't making any mistakes."

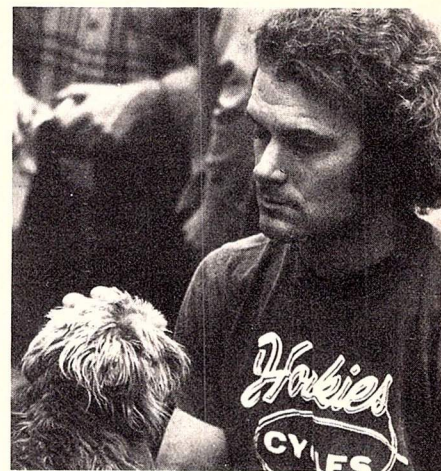
Skip was plagued by a rash of unpreventable mechanical problems. "Weird stuff. Chains, forks breaking, things that don't usually happen. I always had everything set up, but the things that broke were always unexpected."

"The top five riders are so very close that one break, one brief mental lapse, is all it takes to cost you the win."

After several second-place finishes, Skip got his first overall at the Fool's Gold in California. The following week's Greenhorn, however, a real



Bob Popiel is proving to be more than "Burleson's protege" by turning his '76 fourth into a '77 third. (Robert Christensen Photo)



Mike Hannon's season was rudely interrupted when Bultaco pulled its sponsorship. He borrowed a Yamaha and still took eighth for the year.

"The more you challenge Dick, the more he rides to the occasion," says Skip Olson of the guy who's kept him from being national champ for the third straight year.

tight timekeeper's run, was a disaster. His watch broke on the first day. Then sabotaged arrows along the route caused him to get lost. "I was lost out around Edwards Air Force Base, was out of gas and had two flat tires. I met Ossa's Steve Kuell, stole some gas out of a military car, and did 85 all the way down the road to the next

gas stop. My tires got so hot they melted to the rim."

In August, Skip took two more wins in Michigan and South Carolina and wrapped up second place for the third year in a row.

Penton riders Jack Penton and Billy Geier also started the year well, both in the top five through late April. Then Billy suffered a

broken arm in the Michigan Two Day which put him out for the year. Penton Imports elected to turn their primary attention to the reliability trials series. As a result, Ron Ribolzi and Jeff Fredette were the only Penton-mounted riders to finish the year in the top ten. They took ninth and tenth.

Bob Popiel and Ted Worrell put

"YEAH, WELL, JUST WAIT 'TIL NEXT YEAR!"

Generally speaking, this year's national enduro series was very well received by the riders. The terrain, the speeds and the layouts were considered to be good and challenging, but not impossible. Criticisms of specific events centered around the other extreme, that of being overly easy. Al Eames commented that he's glad to see sponsoring clubs making better use of the reset method to provide difficult enough sections to prove which rider is best, yet prevent them from having to run at breakneck speeds to make up time.

But you can't have improvement without problems, and there were still basic problems in the series which the AMA is attempting to work out for 1978.

One of the changes for this year will be a slight cut in the national schedule. Instead of ten events from each of the three regions, there will only be eight. According to Al Eames, this will revive the sagging national entries, which are down, he feels, because of the high cost of traveling from event to event. Hopefully this will also upgrade the quality of the overall series. Riders' final scores will be their best nine finishes.

A decision has also been made to begin passing the national sanctioning around to different clubs within a given area, in an effort to give others the opportunity to stage a national. This will also ease the burden on clubs that have already been running nationals for a number of years.

A new class is being created for the top 14 nationally ranked riders. It'll be designated AA. The object here is to separate the

national points-seeking riders from the rest of the entry, so that the local A and B riders, who actually support the events, will be able to take home the trophies.

Another reform that Eames is asking sponsoring clubs to institute on a voluntary basis is that sequential numbers be set aside, preferably in the middle of the entry, so that the AA riders can be scheduled one after another, one to a minute. This grouping is to eliminate the disadvantage of having a late or early number in a given entry, a problem especially common to new riders. "I can drive 1500 miles to an event, and it's a waste of time and gas if I draw an early number," says Skip Olson.

Ted Worrell is particularly sensitive to this. "The experienced riders know what an event is going to be like beforehand. They know whether to post-enter or not. It takes a new rider a while to learn this. I missed third place this year by two points. I probably could have had those points except for a couple of times I got stuck with an early number."

The only concern expressed with the plan deals with the idea of consecutive minutes. Mike Hannon feels that the riders will be "running over each other" being only a minute apart, an opinion Dick Burleson partly agrees with. "Perhaps one rider every two or three minutes," Mike suggested.

There is concern over Western events not following the AMA rulebook. Opinions run strong on this issue. "They shouldn't be nationals if they don't follow the rulebook," states Burleson. According to Eames, "It's getting better. District 36 (Northern California) is

getting back to the rulebook. District 37 (Southern California) is making an effort but they say they can't do it." "They can do it," says Olson, "They've got the terrain."

Mike Hannon is especially critical of the Western events because they tend to deal in seconds. "No matter how good a rider is, there's some amount of luck involved at a tiebreaker check." Mike several times lost an event by a point or even a matter of seconds, because the layout didn't spread the riders out enough. "The speeds are too slow in the tough sections and *that's* where they should have the tiebreaker."

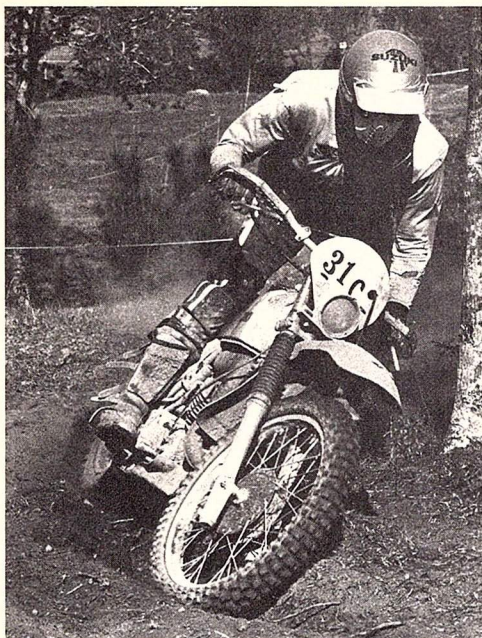
To give credit where it's due, Skip Olson thought Northern California's Fool's Gold Enduro was one of the better organized events of the year.

The voices against Western events not following the rulebook and being too easy become still louder when the event in question counts as double points, such as the Greenhorn. This brought forth another decision to stop the practice of awarding double points for a two-day enduro.

Dick Burleson mentioned one other problem that's cropping up steadily, that of increasing land closure. But he feels the design of the events will be able to work around it. "Perhaps we'll be running a couple of loops around a 50-mile course in the future."

"It'll be interesting to see how these changes affect the overall picture next year, as the national enduro scene becomes more and more "professional."

"'78 will be the most competitive year yet," claims Worrell. Ya hear that, Dick?



A sign of the times. Team Suzuki proved itself to be viable competition for the European factories. Bruce Kenny (left) and Herluf Johnson (right) took fifth and seventh places for the year.



The other half of Team Can-Am, Kevin Snapp.



Before a broken arm at the Michigan Two Day sidelined him, Billy Geier was firmly at the top of the national ranks.

together enough consistent placings, including five overalls between them, to take third and fourth for the year. "I was shooting for the top five this year, and I did it," Ted states. "Next year I'm going for #1."

Mike Hannon, a common name at the top of Western results sheets, had started the year planning to go for the title by hitting the Eastern events as well. In the early months he won the Coyote Derby and the 49'er in California, then missed the controversial Red Garter win by mere seconds. The traveling money Mike had expected did not materialize, as Bultaco withdrew from competition before the series ended, also leaving him without an ISDT ride. Mike borrowed a YZ from Yamaha for the final three Western enduros, adding another victory to his log.

What does it take to win a National Enduro Championship? "Experience," says Worrell. The experienced rider knows the terrain and the runs, knows where to start in the entry, and knows when to skip a gas stop to stay on time. "I can look at what shocks Burleson's running, and know what kind of run it's going to be."

"I think now it's getting to where a Six-Day rider has the advantage. He's more tuned for speed. I don't think a local enduro rider could

Continued on page 59

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The black devils with the golden shoes. The new Husky 390s. Black tank with gold trim and gold-anodized rims. You've already seen DB tests on the 390 Automatic and the 250CR. The motocross line also includes the 125 CR and the 390 CR.

A new model designation for 1978 are the 250 and 390 ORs. That stands for Off Road. Desert, cross-country and ISDT qualifiers. The WR remains the enduro selection but will have lights as standard equipment for the first time.

The 390 CR has a new front rim, a new, wider hub and 17-inch rear tire, new GP-type swingarm, reservoir Ohlin shocks, a new 38mm Mikuni and a slimmer profile exhaust system. Head angle is 30 degrees. The 250 weighs 222; the 390 weighs 232.

The ORs both sport 16-inch Curnutts, wider tranny ratios, 38mm Mikunis, 86-decibel exhaust with spark arrestor, new skid plate, a rakier 31.5-degree head angle and the GP swingarm. The 390 OR also has the 17-inch rear wheel.

Suggested retail for the motocrossers are: 125 — \$1450, 250 — \$1815, and both the CR and AMX 390 — \$1995. For the ORs: 250 — \$1840 and 390 — \$2025.

Maico Magnum. That's the name of the new 250, 400 and 440 'crossers that should have arrived by the first of the year. New motor, new chassis — hence the new name. The bikes will look just like the Trans-AMA machinery. Maico will also import the 125 motocrosser and the three different enduro models: the WR250, 400 and 440.

Ossa has a new model called the VI Day. It uses the Desert Phantom engine ported for top end and slipped into the GPI motocross frame with up-pipe. Look for a test in the next month or two. Other models include the GPIII 250 motocrosser, the Mountaineer and Super Pioneer woods, trail and enduro machines, the ST1 250 shorttracker and the BLT Plonker. The Bacon Lettuce and Tomato Special comes set up with Bolger suspension and other Americanizations of the basic trials bike. Bolger suspension is available for most of the Ossa models by special order.

Montesa should have all their '78 line in the showrooms by the time

you read this. There are three motocrossers: 125, 250 and 360. Watch for a test of the 250 in a few months. They're bringing in a new 125 enduro and the latest version of their 250 clockwatcher. Montesa's three-man team in District 37 enduro competition recently had a string of about 100 consecutive team finishes broken aboard the 250s — because of a flat tire coming off a rim. Other models include the Malcolm Rathmell Replica 348 Cota trials bike and two lighted versions — the 247T and the 348T.

The new Bultacos are expected for January, except for the Frontera enduro models. The 350 Sherpa T has its first major update in two years. DB will have the first test, about two issues up the road. There's also a 250T and two Alpina trail machines, the 250 and 370. The 250 and 370 Pursang racers have a lot of changes. A new appearance, a new long-stroke engine, reed valve, up-pipe, beefed transmission, a fluffier Americanized seat and laid-down S&W suspension. There is no 125 Pursang for 1978. Development continues on a new-generation engine for the '79 model. The 370 Frontera is expected in March, the 250 in May. There'll be plenty of changes: six-speed transmission, S&W suspension, reed valves and up-pipes. There will also be an optional Discojet silencing kit

available for California green sticker riders.

Sachs will offer four seven-speed enduro models: 125, 175, 250 and 350. They're calling them ISDT Commemoratives. The only 175 (or smaller) bike to earn a medal in the last ISDT with an American rider aboard was a Sachs. Mike Rosso did the honors, taking a Silver. You may know the bikes by the name Hercules, but it will be Sachs from now on, as the factory, the largest in Germany, has recommitted to the U.S. market with a new distribution setup. If you don't know who your local dealer is, you can write: Sachs Motors Corp., 908 Crocker Road, Westlake, Ohio 44145; (216) 871-4890.

We gave you a look last month at the 250 Sachs prototype 'crosser Frank Stacy rode in the Trans-AMA series. Watch for a test on the production unit in a few months.

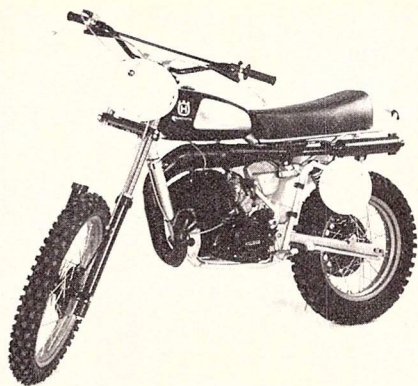
All three KTM motocrossers — 125, 250 and 360 — have a facelift for 1978. There's a new frame, modified swingarm, footpegs and snake exhaust. The air box is new, with a larger filter. So are the engine covers. The brake pedal and rear brake arm have been redesigned. Color scheme is orange and white. Suspension is leading axle Marzocchi and Bilstein shocks. Bore and stroke on the 400 has been changed for smoother power.

OLD WORLD NEW MODELS

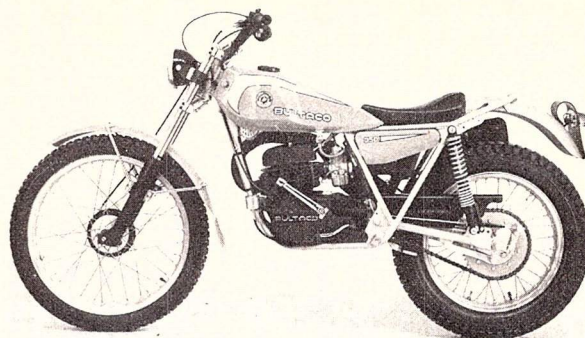
You've seen both sides now



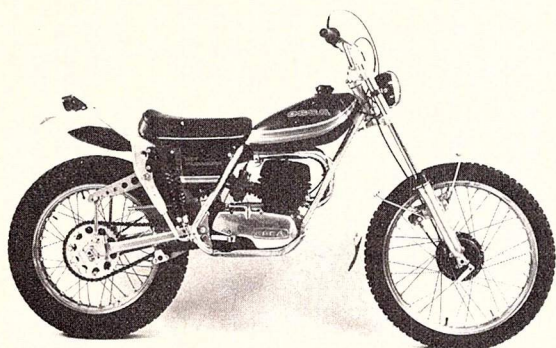
Husky 390 OR. \$2025. Six speeds. Three-gallon tank. Travel — 9.5 inches front and ten inches rear. 17-inch rear wheel. 233 pounds.



Husky 390 CR. \$1995. Six speeds. 2.1-gallon tank. Travel — 9.5 inches front and ten inches rear. 17-inch rear wheel. 232 pounds.



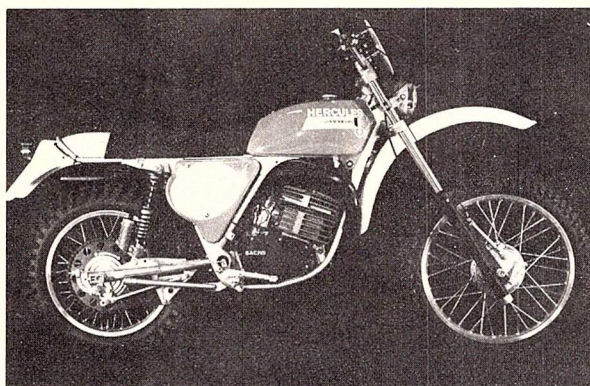
Bultaco 350 Sherpa T.



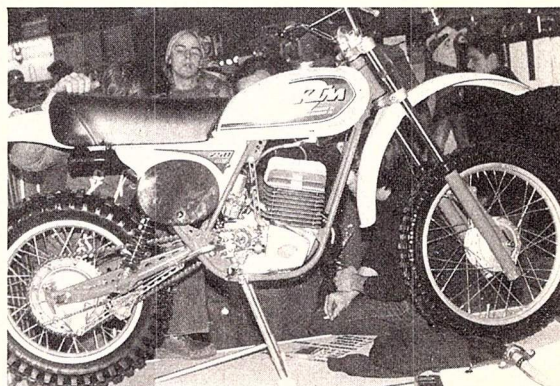
Ossa BLT Plonker. \$1595. 198 pounds. 305cc. Bolger suspension system is included in package.



Ossa ST1. 250cc shorttrack racer. 195 pounds. \$2495.



Sachs ISDT Commemorative 350.



KTM 250 MC5 Moiseev Replica.



Maico 250 MX



Maico 400 MX

OK, gang. Here comes a mini. ZZZZZZ. Snore time, right, unless you're young enough to care. But if you're older you'll probably want to flip on over to the next story. Maybe you shouldn't. You might miss something. Like how to send for French postcards of Farrah Fawcett. Did we really slip her home phone number into the story

YAMAHA YZ80E

Monocross goes mini

by the Staff
of TINY BIKE

apocalypse? Notre Dame? Anyway, we called on a quartet of highly competent teen throttlers for assistance.

Our quartet: A.J. Whiting, 14, three-time Number One plate in the National Minicycle Racing Association and a test rider for Yamaha for the past three years. Matt Whiting, 13, three-time Number Two plate for the NMA and a Yamaha test rider for the past year and a half. Chris Heisser, 16, currently sponsored by DG Performance on a Suzuki RM80. Bryon Antonacci, 13, sponsored by Don Vesco Yamaha on both a YZ80 and YZ125.

EIGHTY OBSERVATIONS

Everybody gave the '78 an E for excellent. All four riders noted definite improvements over the '77 D model. Their evaluation:

Power. More of it. And smoother, with a better pulling response at the lower rpm. Faster than a '77 RM80 (the '78 models were not yet out at the time of this test), but slower than a kitted bike on top. Probably



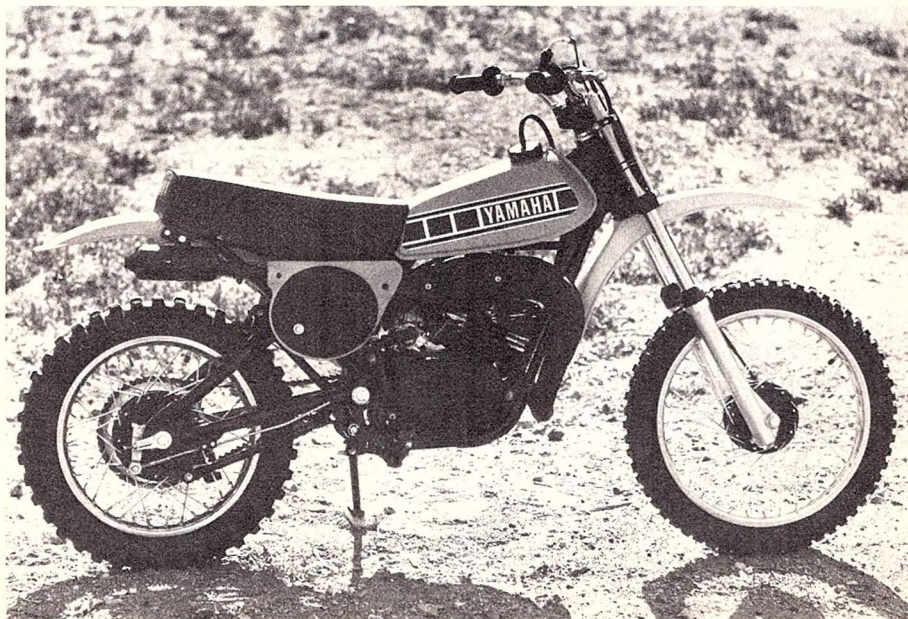
Torrid testers (from left) Chris Heisser, Bryon Antonacci, A.J. Whiting and Matt Whiting.

somewhere? And for those oldsters who believe in reincarnation, pay attention. You could skip the pabulum routine next time and request a direct transfer to the 8-11 80cc class.

What's new about the 80? Just about everything. The most obvious changes are the switch to the Monocross chassis and the leading axle forks, but the little WhyZed abounds in updating. A marvelous new educational process called reading captions will reveal all these technological wonders.

THE FEARSOME FOURSOME

Or is it the seven mules of granite? Four horse-men of the



faster than a stock RM on top.

Cornering. The new bike comes into corners better but some felt it didn't turn quite as sharply as the RM. The new tires stick better on slippery surfaces or when the bike is laid over.

Suspension. Everybody dug the monoshock. "It corrects itself in swap situations." "It's much better

TINKERIN'

Despite the superlatives the bike drew, many consumers have this insatiable appetite for more. More horses, more suspension, more more. There are numerous outfits who specialize in "moring" minis. One of them is A.J. Racing Products. Boss man is Art Whiting, father of the Yamaha test twosome.



A.J. noticed that the new tires give better grip when the bike is cranked over.

approaching jumps, you don't feel it moving around. If you get it sideways off a jump it doesn't go into a tank-slapper on you." We used a very bumpy test track, and the next-to-stiffest setting for the monoshock seemed to satisfy everyone, providing barely no bottoming. The forks drew favorable comments, everyone noticed an improvement. They were a little soft for some, but general consensus was: make 'em a little stiffer and they'd work great.

Shifting. A definite improvement over last year. Everyone felt that it was easier to shift the new tranny without the clutch. The Suzuki rider felt his RM still had the shifting edge.

He and Mark Porter, from Yamaha, filled us in on the many changes in the E version. Obviously, because of his boys' involvement with the factory development program, Art has the opportunity to know what's happening before it does.

A.J. Racing Products has an 80E kit that consists of cylinder, porting, piston, rings, clip, gaskets, manifold and specially jetted and reeded 26mm Mikuni. The package goes for about \$237, and a jersey and T-shirt are included. For more information send \$1 for the catalog, poster and sticker to A.J. Racing Products, 13860 Milbank Street, Sherman Oaks, California 91423; (213) 784-4772.

A complete zoot YZ80 goes for

about \$1550. They also offer other accessories and kits for all earlier-model YZ80s, 100s and 125s, as well as conducting the California Motocross Academy racing school.

DG Performance Specialties, the pre-factory sponsor of National Champions Hannah and Glover, is also heavy into mini racing. In 1978 they'll be fielding a two-man team of Chris Heisser on an RM80 and Drey Dricks on a YZ80. DG offers an intermediate kit of head, pipe and carburetor. The expert kit also includes porting, ignition and clutch springs. They also sell an aluminum swingarm, mini Betor forks or air fork caps for the stock units, 17- and 14-inch alloy rims and eight-gauge spokes, or build a complete bike. The Book of Tricks, which covers their entire line of accessories, is available for \$2 from DG Performance, 1170 Van Horne, Anaheim, California 92806; (714) 630-5471.

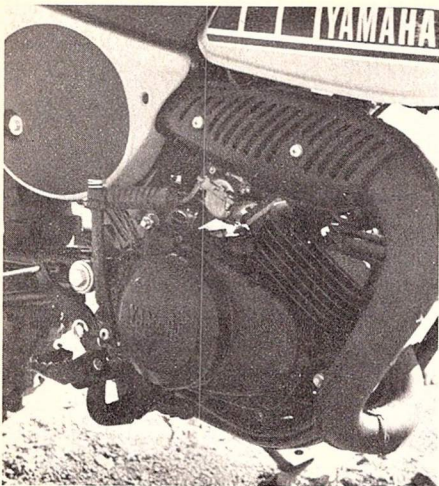
CH Performance Products is also into racing. They sponsor Bullet Ben Theriot, the state mini champion of Texas and Louisiana, as well as Jerry Surber. They offer a selection of engine kits and suspension components. The address for their \$2 (32-page) catalog is 7633 Winnetka Avenue, Canoga Park, California 91306; (213) 998-7250.

SUMMIN' UP

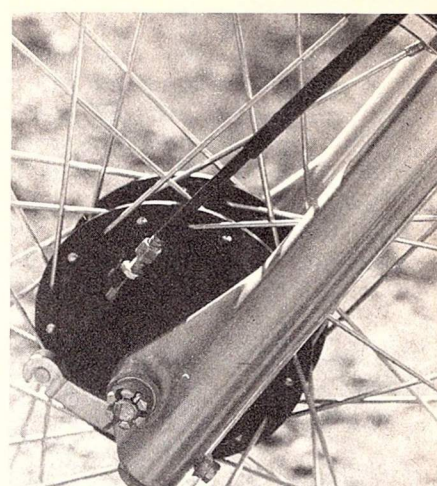
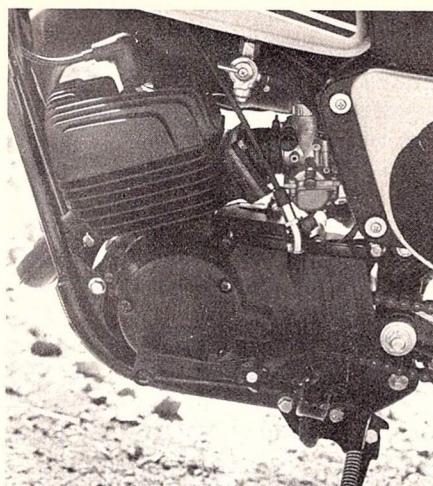
Eight and five is thirteen. Seven and four is eleven. The new YZ80 is a boss bike. All of our expert testers agreed that no one should have any trouble climbing aboard the stock E and having a real go at it. (Yamaha also offers two less-radical 80s. The GT80E is a lighted enduro-type bike, while the GTMX-E is a milder, lightless dirt model.)

At the time of the test A.J. had just finished his initial outings on a completely stock E model in the four-event NMA Fall Nationals. He won the final event and finished second overall — in the super-zot 80 *modified* class. He had to race the stocker in that class because 100 production units weren't at the dealers yet. His performance justifies a lot of enthusiasm for the production unit.

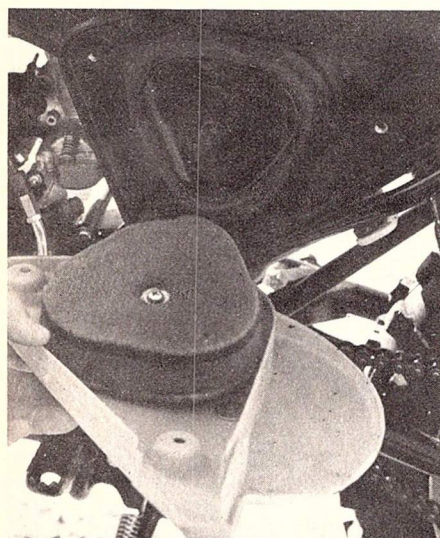
That's about all we have to say while sitting around waiting for the bigger YZs to show up. Oh, yeah, about Farrah's phone number. You didn't miss it, did you?



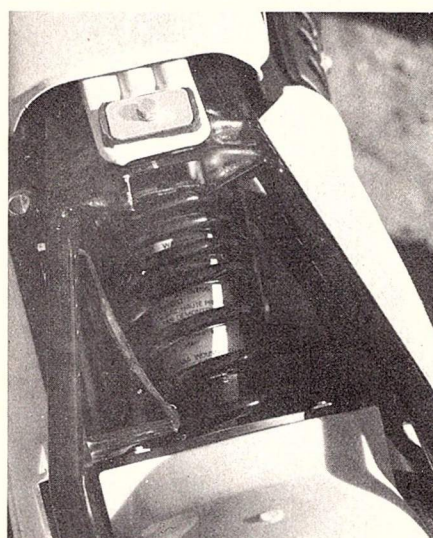
Clutch plates have been upped from four to five. Mag is now mounted on beefed-up crank. An outer rotor CDI replaces points ignition. A year's testing produced a more durable flywheel. There's a new piston and the cylinder now has six holes. Two additional transfers were added. The barrel and head are both larger with bigger fins for better cooling. The pipe lost its baffle and spark arrestor. It's strictly for competition. New cases are narrower. Tranny ratios have been made closer. Footpeg mounts are beefed.



Leading axle fork design is new. Fork travel was increased to 140mm.



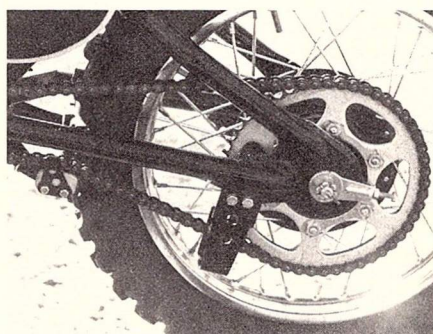
Fuzzy foam filter is mounted on left side. Remove three bolts to reach it, one more bolt to service it.



Air intake is up under seat, just to the left of the DeCarbon monoshock, which has five pre-load settings. A rubber flapper helps keep mud off the shock.



Gas tank opening is larger. The handlebar clamps have been raised and set back to allow the bars to clear the fork tops. The set-back also quickens the turning response. The fork tubes can be raised or lowered in the fork clamps to affect handling response. Number plate is now black with white trim. Black peel-on found on previous models didn't survive too long. A run/off switch is mounted on the right side, in from the throttle. Seam on seat was changed to avoid torn-bead problems of older version.



Rear wheel travel was increased to 120mm. Larger 428 chain replaces last year's 420. The new IRC tires look like mini-Metzlers. A wider WM2 rim replaces last year's WM1. Rear wheel has one rim lock, front none. They upped the sprocket bolts from four to six, similar to the larger YZs. Chain tensioner is new.

YAMAHA YZ80E

Price (retail, approx.)	\$545
Engine Type	Two-stroke, reed valve, single
Displacement	79cc
Bore & Stroke	49mm x 42mm
Compression Ratio	7.2:1
Carburetion	26mm Mikuni (VM26SS)
Jetting	170 main, 35 pilot, 0-0 needle jet, 4J13-3 jet needle
Primary Drive	3.14 ratio; helical gear
Transmission Ratios:	
1)	2.40
2)	1.83
3)	1.48
4)	1.22
5)	1.04
Final Drive	3.64 ratio
	14-tooth countershaft
	51-tooth rear sprocket
Electrical System	CDI
Lubrication	Pre-mix
Recommended Oil	Yamaha
Fuel Capacity	4.55 liters (1.2 gallons)
Frame	Double cradle
Suspension:	
Front	14.0cm travel (5.5 inches) forks
Rear	12.0cm rear wheel travel (4.7 inches) 7.2 cm (2.8 inches) shock travel. DeCarbon monoshock
Tires:	
Front	IRC 2.50x16
Rear	3.60x14, knobby
Dimensions:	
Wheelbase	117.0cm (46.1 inches)
Swingarm length	37.6cm (14.8 inches)
Ground clearance	19.5cm (7.7 inches)
Bars, width	71.9cm (28.3 inches)
height	93.5cm (36.8 inches)
Pegs, height	29.2cm (11.5 inches)
width	43.2cm (17.0 inches)
Seat height	69.6cm (27.4 inches)
Rake and Trail	28.5 degrees, 3.3 inches
Weight	66 kg (146 pounds) claimed dry; 67.6 kg (149 pounds) actual, ready for gas
Brakes:	
Front	Cable-operated
Rear	Rod-operated
Instruments	None
Lights	None
Silencer	Yes
Spark Arrestor	No
Primary Kick	Yes
Warranty	None

WE HAD TO WORK A LOT OF WEEKENDS TO DESIGN OUR NEW YZ'S.



Bob Hannah — National Supercross Champion



Bob Hannah — 250cc Winter AMA Champion



Broc Glover — 125cc National Champion



Heikki Mikkola — World Open Class Champion



Mike Bell — Support Class 500 National Champion



Rick Burgett — 500cc Winter AMA Champion



YZ250



YZ125

The Yamaha Factory Motocross Team competes in scores of grueling professional championship races all over the world.

And every time we race, you win.

Because every time we race, we learn something. About engines, transmissions, suspension, frame geometry, brakes, cables, nuts and bolts. And how to make them better.

The 1978 Yamaha YZ's are better than ever. In fact, they're as close as you can get to a factory ride.

Every feature that sets these remarkable

machines apart was tested and proven by Sunday drivers like Heikki Mikkola, Bob Hannah, Broc Glover, Mike Bell and Rick Burgett.

Our exclusive Monoshock rear suspension system is a prime example. Long wheel travel, consistent damping, full adjustability, extraordinary stability and traction are the proven benefits of Monoshock. So all our YZ's have it. From the 400 right on down to the 80.

They also have



YZ400

Strong yet lightweight, the chrome moly frame can take whatever you or the track dishes out.

Air/oil leading axle front forks have more interior sliding surface to reduce fork flex. They can also be adjusted for air pressure, oil weight and oil level. You could call them fine tuning forks for bikes.

The reed valve Torque Induction System supplies power in a smooth, usable flow.



YZ100



YZ80

adjustable, leading axle front forks. So, front and rear, you can custom tune your YZ to the way you ride and the surface you ride on.

The YZ engine is a masterpiece of race-bred performance. Its exclusive reed valve Torque Induction System not only prevents carburetor blowback, but makes our YZ's quicker and stronger across a wide power-band. That means more holeshots, better maneuverability, improved passing.

And, for 1978, the whole beautiful package is held together by a new chrome moly

frame (except the 80 and 100) that's considerably stronger than conventional steel. It's considerably lighter, too, making the YZ's heavy favorites to win.

So, whether you race for fun or fame, go to your Yamaha Dealer and get yourself on an exciting Yamaha YZ.

And have a nice weekend.

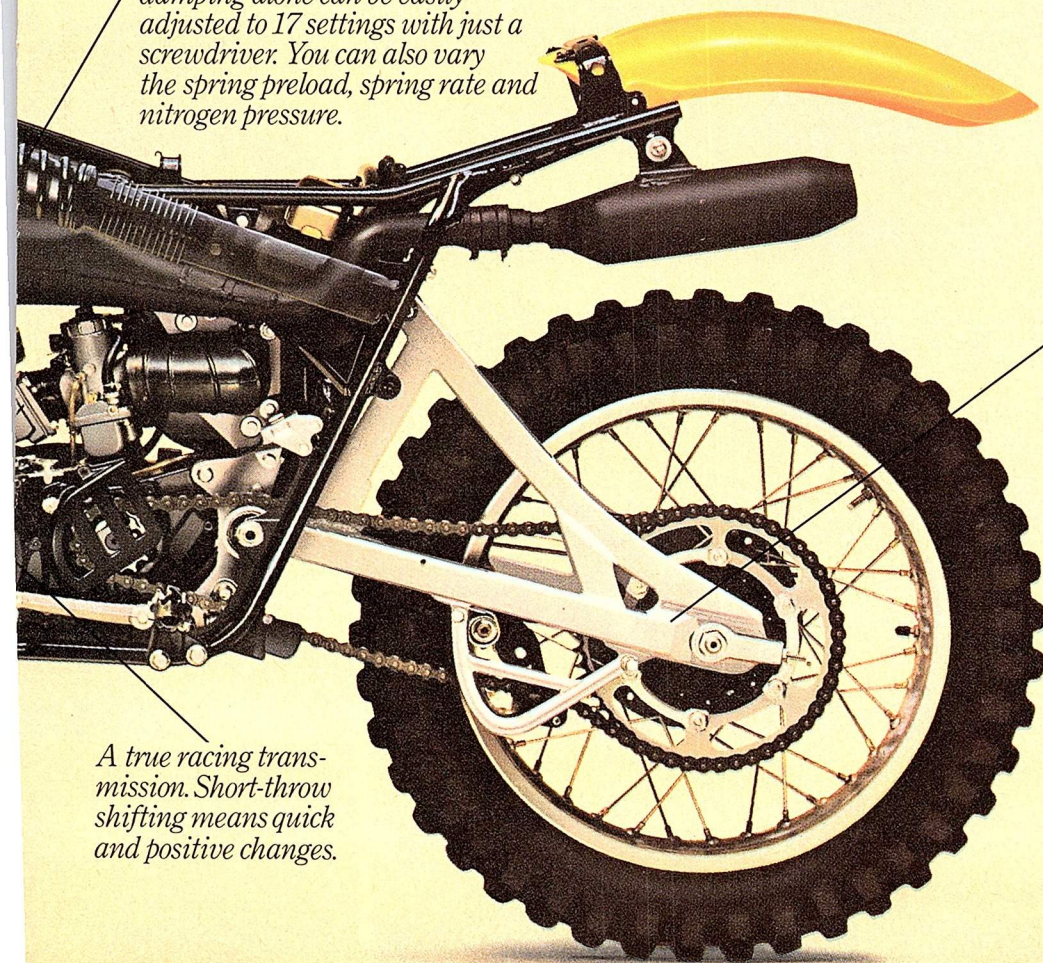
YAMAHA

When you know how they're built.

DeCarbon-type nitrogen/oil Monoshock. In the full size models, damping alone can be easily adjusted to 17 settings with just a screwdriver. You can also vary the spring preload, spring rate and nitrogen pressure.

A true racing transmission. Short-throw shifting means quick and positive changes.

This lighter, stronger aluminum swing arm is usually found only on very expensive works bikes. It's standard equipment on full-size YZ's. A unique spring-loaded chain tensioner gives you a smoother power transfer and saves wear on sprocket and chain.





NATIONAL OBSERVED TRIALS

Marland Whaley Thumps to Third Title

by Len Weed



Bernie Schreiber scored a pair of seconds in the final two rounds to leap from fifth to the runner-up spot.



Lane Leavitt finished fourth for the year. His opening-round win upped his career total to seven. Whaley has 17 wins. Sweet has six. Other winners include Eggar — three, Schreiber — two and Hopkins — one.



Don Sweet slipped to third after two years as runner-up and for the first time in four years failed to win at least one national.

You think Sherman marched through Georgia? Why be satisfied with one state when you can blitzkrieg the entire nation? Make that finesse the fifty. Or at least the eight national rounds they let you ride. Marland Whaley won every one he put his front axle into.

The 19-year-old Californian won his third consecutive national observed trials title. His first two championships were come-from-behinders that left Don Sweet a figurative bridesmaid in the national standings. Marland had to win two of the last three nationals in '75 to

clinch his first title, then took the last three in '76.

He didn't take any chances in '77. After sitting out the opening round he won the year. His streak is up to 11 straight now and 12 of his last 13 national rides. And the irony of it all, his sole defeat in that string, on



Mike Griffiths scored three seconds to take fifth overall.

home ground at Saddleback Park.

Recapping the series is simple. Lane Leavitt won the opener with a three-point ride while Whaley giggled at the easy sections that might have enabled a single blunder to snap his streak. After that it was Marland and his year-old Honda short-stroke. His victory margins: 7, 2.3, 12, 7, 10, 4, 4 and 2.1.

The closest anybody came to the champ was the final round in Missouri. And there, Bernie Schreiber had more than double the winning score, losing 4.1 to Marland's two. Mike Griffiths had a great ride going in the California two-day, but couldn't hold a 12-point first-day lead.

The North American Trials Council came up with several changes for 1977. The local rider exclusion rule was modified to allow a rider to pick which of the nine rounds he would not ride, provided there was no round scheduled in his immediate area and his area had organized a national the year before. This eliminated the peculiar situations of past years where a

rider might have to sit out an event 800 miles away because it was his "home" round.

Creation of three regional support championships and a national senior championship proved to be popular moves. The Eastern, Central and Western regional championships were two best rides. The senior series, for riders 35 or older, was best five rides.

Another change provided for deleting the toughest sections (approximately 20 percent) from the route cards of the support and senior riders. Honda Trials Coordinator Bob Nickelsen won the national senior championship, scoring a perfect 75 points with six wins, one more than he needed.

Honda trimmed to a two-man team for '77, dropping Joe Guglielmelli, who finished fifth the year before. Team Bultaco went with Lane Leavitt and Bernie Schreiber. Leavitt, the first AMA national champion in 1974, had to privateer the final three rounds after the American distributor withdrew from competition in



Jack Stites finished strong to take ninth.

September. Schreiber is expected to sign directly with the factory in Spain for 1978 world and national competition.

Yamaha backed Debbie Evans for several national rounds. Debbie is the first woman to compete in the AMA/NATC series.

Montesa supported Don Sweet and added the West Coast trio of Mike Griffiths, Martin Belair and Jeff Fish. Griffiths, with three seconds under his belt, did not tackle the final three rounds because of lack of support from Montesa.

The battle for second was as close as the title chase wasn't. Heading into the final three rounds in October Leavitt held a four-point lead (46 to 42) over Sweet and Griffiths, with Schreiber in fifth with 40 points. Bernie returned from Europe where he finished seventh in the world to post two seconds in the final two rounds to snare second place away from Sweet. The pair tied with 52 points.



Curt Comer, Jr., advanced from 11th in '76 to sixth in '77. His dad also won a national senior event, finishing third in that series.



Debbie Evans rode several rounds on a TY175.

Bernie got the nod for having more seconds. Leavitt "skidded" to fourth, just one point behind, with a total of 51.

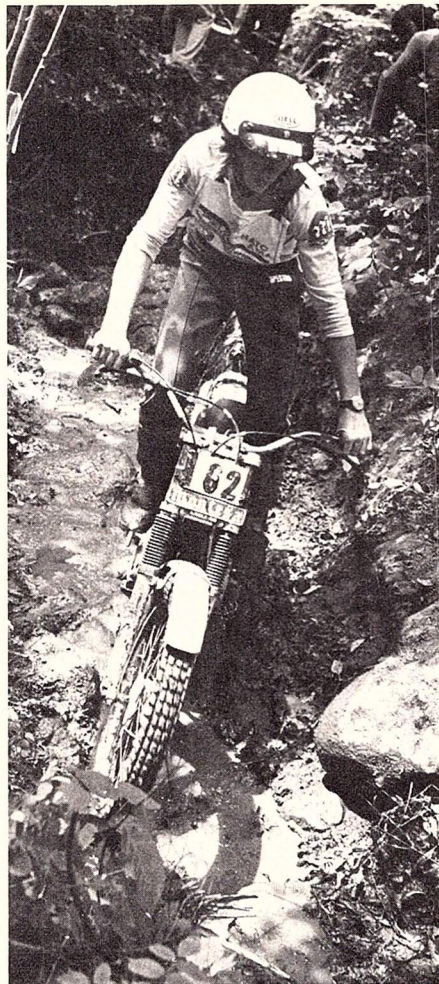
Newcomers to the top ten included Curt Comer, Jr., Tom McKinney and Jack Stites. They displaced Terry Cheney, Bob Hopkins, Joe Guglielmelli and Tim Carr. Neither Carr nor Guglielmelli rode the '78 series. Griffiths, who finished eighth in '75 but did not ride in '76, returned to the top ten.

The nine straight wins by California riders give the Golden State a record of 29 wins in 36 tries over the past four years. Whaley now has 17 wins in 32 tries.

And so, a two-season-old unobtainium thumper has carried its pilot to a truly dominating display of competition mastery. Whaley joins Marty Smith as a three-time national title winner for Honda. The pay isn't as good, but it's clean money. One thing is certain, Number One had one whale of a year.



Mark Eggar slumped to eighth after taking third or fourth for the past three years.



Jeff Fish made it five SoCal'ers in the top ten.



Bob Nickelsen's six senior wins made Honda 14 for 16 in national and senior competition.

	May 21, Pennsylvania	May 22, New York	May 29, Michigan	June 25, Oregon	June 26, Washington	July 2-3, California	Oct. 2, Colorado	Oct. 8, Oklahoma	Oct. 9, Missouri		
1. Marland Whaley (CA)	HON	-	15	15	15	15	15	15	15	75(120)	
2. Bernie Schreiber (CA)	BUL	8	6	6	10	4	10	-	12	52(68)	
3. Don Sweet (NY)	MON	2	12	10	8	10	-	10	10	52(72)	
4. Lane Leavitt (CA)	BUL	15	3	8	12	8	-	8	8	51(67)	
5. Mike Griffiths (CA)	MON	-	5	12	1	12	12	-	-	42	
6. Curt Comer (TN)	KAW	-	8	5	-	1	1	12	-	4	29(31)
7. Tom McKinney (PA)	MON	5	10	4	-	-	-	-	6	2	28
8. Mark Eggar (CA)	HON	3	-	-	5	5	8	4	4	1	26(30)
9. Jack Stites (MA)	BUL	-	-	3	-	-	5	6	2	8	24
10. Jeff Fish (CA)	MON	6	-	-	-	6	6	-	-	3	21
WINNING SCORE		3	12	31.6	30	14	33	41	11	2	

11. Bill Burgener (CO) 19.9; 12. Greg Ruoff (OK) 17.2; 13. Martin Belair (CA) 16.9; 14. Bob Hopkins (MI) 12.8; 15. Terry Cheney (MI) 10.7.

National Senior Championship: 1. Bob Nickelsen (CA) 75; 2. Wiltz Wagner, (CO) 66; 3. Curt Comer Sr. (CO) 57; 4. Bob Micket (CT) 46; 5. Chester Hudspeth (CA) 40; 6. Bud Mylerberg (WA) 20. Senior Wins: Nickelsen — 6, Wagner — 2, Comer — 1.

Eastern Support: 1. Mike Comer (NY) 27; John Stanicar (PA) 25; Ray Fournier (RI) 22. Eastern Wins: Comer, Fournier, Jay Camp.

Central Support: 1. Tom Batchelor (TX) 21; 2. John Miller (MO) 15; 3. Jerry Carrens 15. Central Wins: Batchelor, Miller, Carrens.

Western Support: 1. Steve Darrow (CA) 30; 2. Mike Fenner (CA) 16; 3. Tony LeDuc (CA) 16. Western Wins: Darrow — 2, Steve Erwin.

MARTY

You don't have to join the Navy to see the world.

Talk about your Cinderella and the high-zoot glass slipper. How about Marty Moates? In one brief stretch he went from laying out \$600 of his own bread to buy a used Suzuki to the ultimate, zot hope of the motocross marching and chowder society — a factory ride on the World Championship circuit, battling real World Champions on the genuine European continent.



“
***I passed Moiseev
and what a head
trip.***
”



And to think it all started at the small, 5000-watt radio station just outside Fresno. Or was that Ted Baxter? Actually, it began at age 14 when Marty raced three times and landed on his head. That's when it stopped, too. For a year. Foiled by that dreaded adolescent barrier reef — maternal concern for the preservation of the species.

A year later Marty started up again. He took his mother to see *On*

Any Sunday and that won her over. There was a brief Rickman sponsorship. (Remember Rickman? A good Montesa motor in a special English frame, distributed by Triumph. Remember Triumph? 1973 wasn't that long ago.) Then Vic's Montesa in San Diego sponsored him for a while.

Marty moved on to privateering on 125 Elsie before joining Bob Hannah and Ron Turner at Suzuki's R&D Department. "I got a lot of experience out of that. I was there eight months, probably seven of those months I was laid up. They'd say go out and test this and I'd say the throttle sticks and they'd say no. Finally they came out with a notice that throttles were sticking on RMs. I was the first one to find out about that. I was the first one to break my shoulder."

That first give-your-all-for-the-company-store get-off separated his shoulder and cracked the shoulder blade. Another time his forks broke and pulled it out of the socket. Sometimes when working out with his weights it would pop on him. And then last winter at the Florida series where his flashy riding on a Mid Valley Ossa drew some attention, it went out again, sans crash. After a final hassle in Europe this summer, Marty came home for surgery to get it sorted out for a full frontal attack on the Trans-AMA and the 250 GP wars next year.

Back up a bit to 1976 and the Hangtown opener. Marty was still with Suzuki then. "I rode Grossi's backup bike in the first moto. It broke. In the second I got a third behind Hannah and Turner, so I was all pumped. Then they said I had to ride local. I left. So Broc Glover's dad said he'd sponsor me. He gave me a bike. Then after one

MOATES

by Len Weed Photography by Scott Heidbrink, B.R. Nicholls and Jim Gianatsis



of the Nationals where Broc beat me his dad said he couldn't afford it anymore. So I kind of roughed it a little while. I went out and bought a 250 Suzuki for \$600 off a friend and started racing on my own.

"When I went to Florida Ossa supplied the expenses, but I didn't have a contract. I had a deal with KTM and Ossa both, and I was going to sign a contract with one of them when I came back. And then Ossa said they weren't going to be able to send me on to the Nationals. And then all of a sudden they came up with the European deal.

"The Ossa factory people were

more non-points races and then I signed with the factory in Spain. They paid me all the way back to January. I ride for Spain six months and the U.S. six months. They signed me up for two years. After this year they have an option to drop me, but they told me they're keeping me for next year. (Editor's Note: Marty and Ossa U.S. parted during the Trans-AMA series. His plans for 1978 are not firmed at this writing.)

"That first GP in Spain, I didn't know what to expect. The track was kinda like Saddleback. Slippery. I had fifth best time for start position. I got up to third place. I passed Moiseev and what a head trip. In the next turn Falta cut me off and Moiseev passed me back and I didn't know how I was going to end up. I'd never ridden a 45-minute moto except for two Nationals. Then the oil seal popped off and the bike just stopped.

"I got a bad start in the second moto. Kavinov, Malherbe and I all collided in mid-air on a jump. We landed and couldn't believe we hadn't crashed. Then in the next turn we all three went down. We weren't even touching each other. I got up dead last. I worked up to ninth, then a shock failed.

"Next, we went to France for a couple of international races. All the hotels had closed so we slept in the van all night. We turned the motor on and I got really sick. It was snowing all night. The track was covered. And I could hardly ride in mud because they won't run Saddleback in the rain.

"I had a leather jacket on under all my jerseys. In the first race I got about two feet off the line and the transmission broke. Something had been put together wrong. Then I got the holeshot. I was riding against the 500 class. I couldn't believe it, a 250 getting the holeshot. So I led for about three laps and this is where I learned a lot about Europe. There aren't too many rules. There was this tree you had to go around to the dropoff. Some German went straight to the dropoff. I was right in mid-air and he took me out. I got up and finished fourth. I got the holeshot again in the third moto, and I led until two laps to go. I crashed into a rider I was lapping who went down, and Bruno beat me. So I learned about tactics. The next day we traveled 500 miles to



“
**The Russians
aren't wild at all.
They're just so
fast.**
”

supposed to be in Florida. They never showed up, but two guys from a magazine in Spain, *Solo Moto*, came over. They went back and talked to the head guys at Ossa and got them all pumped up. Then John Taylor (U.S. Ossa distributor) called them. They said: OK, bring him over for a couple of times and we'll see how he does. I thought I'd go over there and ride a few races and come back and ride the Nationals. I rode the first GP and the bike broke both races, but they liked my riding. And *Solo Moto* kept writing about me and getting the fans interested. I rode a few

another race and I got a second overall. That same German knocked me down again.

"The Russians aren't wild at all. They're just so fast. Like the lap times for the Russians stayed the same when it started raining, even when everybody else dropped off ten seconds. Moiseev is a really smart rider. It's both the bike and him. Kavinov was the only one who could beat Moiseev, but he'd crash a lot running into people.

"The next GP was Switzerland. I was 14th fastest qualifying. I had never ridden on grass before. It was supposed to be the best track in Europe. They used nylon rope around posts. In the first moto the post hit my shifter and broke it off. I got a new one put on and finished 16th. In the next moto I got up to sixth and finished seventh.

"Belgium was next. It was the first time I ever rode in mud like that. I was ready to come home after that week. It was like nothing I ever saw in the States. It was a really neat track on Thursday, all grass, with rolling hills. It rained the next three days. Five feet of mud. They had hills nobody was making it up, like an enduro. DeCoster was riding our Support class and he almost didn't make it up one time. The footpegs would dig in the groove and stop the bike. I didn't think I was going to make the five practice laps. A few didn't.

"I broke a transmission while running seventh in the first moto. In the next I hit some little kid. Falta crashed in front of me. I hit his bike and my front wheel came down right on top of this kid. I was all bummed out over that.

"We kept breaking the same thing. We knew about it here, that if the chain was too tight you'd break the countershaft. We'd told them about it last year. But my mechanic was Spanish and I couldn't tell him anything. He kept doing it his way and it kept breaking the shaft. Finally, my girl friend Marisa came over. She speaks Spanish. She'd tell him what I wanted and my bike never broke again in 12 races.

"On to Czechoslovakia. They let us in pretty easy. They all wanted stickers and *Playboy* magazines. I guess no means yes over there. We'd be lost and ask: can you go this way to the track, and point, and they'd say: no, no. We'd turn around and

go the other way and we were lost for like six hours. The track has been raced on for about 30 years and they never grade it. It was just grass, really high so you couldn't see the bumps. So in practice you'd start hitting all these whoops. The Russian team had me clocked as fastest on the track. It was like Saddleback with grass, really fast. The organizer clocked me 17th. They just clocked three laps. I guess those three laps I was just putting around. I had to start in the second row. And the guy ahead of me killed his motor on the start. Still, I finished fifth, but I burnt myself



out. The next race, I got up to fourth, then I smashed my finger on a post and the front brake cable got stuck over the forks and finally I pulled in and just lay there.

"Every time it didn't rain I got GP points and every time it did I didn't get any points. Italy was mud. I broke both races. Transmissions. Marisa wasn't over yet.

"Austria, another mud race, and I got completely aced out again. I finished around 13th overall. Then there was a four-week break where I rode a lot of international races.

"My mechanic told me the

“
DeCoster was riding our Support class and he almost didn't make it up the hill one time.
”

Yugoslavia trip took two hours by boat from Spain to Italy and then we'd drive the rest of the way. The boat took 24 hours. We got there at three a.m. on race day. Nobody wanted to practice because it was dusty. Everybody did a few minutes' practice and I was the only one out there. So they stopped practice and I never got to learn the track. I got about a 12th and then broke a shock shaft.

"I skipped Russia. I didn't know I needed a visa two weeks in advance. Nobody told me. Some people intentionally didn't get their visas because they didn't want to

could still ride the last three and I won them. Then I came home for a shoulder operation.

"You make good money over there in international races. I was pulling about \$1000 every week. They really like Americans. I could get \$500 — \$750 start money. The GP purses are terrible. Maybe \$200 start money except for a star. International purses are good, though.

"I think if we got five Americans over there in any one class at one time one of us would be World Champion. They have us so outnumbered. Over there you're kinda like riding trials at full bore. It's a lot different. They have a lot of cambers. In one mud race I couldn't make it across and the Russians just barreled across. Three times I tried it in practice. It dried enough for the race so I could make it. Sometimes you didn't know if you were going to make it each lap.

"Right before I left I was in better shape than I had ever been in before. They pace themselves differently over there. They ride wide-open, but over here sometimes you ride a little faster than you can ride and then it burns you out fast. Over there they just ride to the max the whole race.

"I ran every morning about three to five miles and I did 50 situps and 50 pushups before I went to bed. Any time I had trouble running I had Marisa give me the speech: Think of Rocky. Think of Marty Smith. Think of all that money.

"In Europe you think you can ride anywhere, but you can't. The tracks you ride on are the tracks you race on. I practiced four times in three months over there. Marty (Smith) said the same thing. You have to do extra running and stuff because you can't ride. The first time I rode in the mud I must have fallen ten times.

"I'll have it a lot more dialed in this year. Like I rode my first five races over there last season and I didn't have my license. I thought Europe was really great except for losing money at every border change, and the food, I didn't have it dialed in too much. I ordered an omelet one day that had worms in it.

"I just fell into the biggest break I ever could have. And I sold the Suzuki for \$200 more than I paid for it."



***She'd tell him
what I wanted and
my bike never
broke again in 12
races.***

go. Like Everts' mechanic. The truck blew up on the way back and we got towed for 100 miles and let off at the Italian border at two in the morning. I rode a bike into town for a tow truck.

"Back in Spain I got a second overall in a Super Senior. Then I picked up Marisa at the airport and it was off to Germany. I crashed on the last lap of the first moto when I was in seventh, so I blew four points there. I was eighth in the second moto.

"Back in Spain for two international races. My shoulder went out in the first moto, but I



MOTO-X FOX

Are they just what the doctor ordered?

by Len Weed

Race photography by Jack Wright

Who is Moto-X Fox? Just a couple of physicians named Fox. Not doctors, but students of physics. Geoff has a PhD (doctorate degree) in physics. Big brother Bob picked up a bachelor's degree in physics and a master's in business administration.

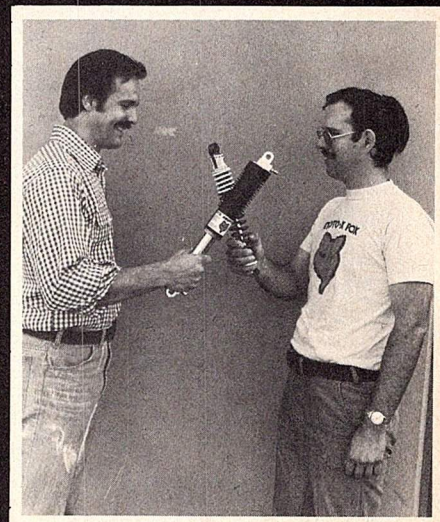
Geoff was into auto drag racing, but he found he couldn't afford the



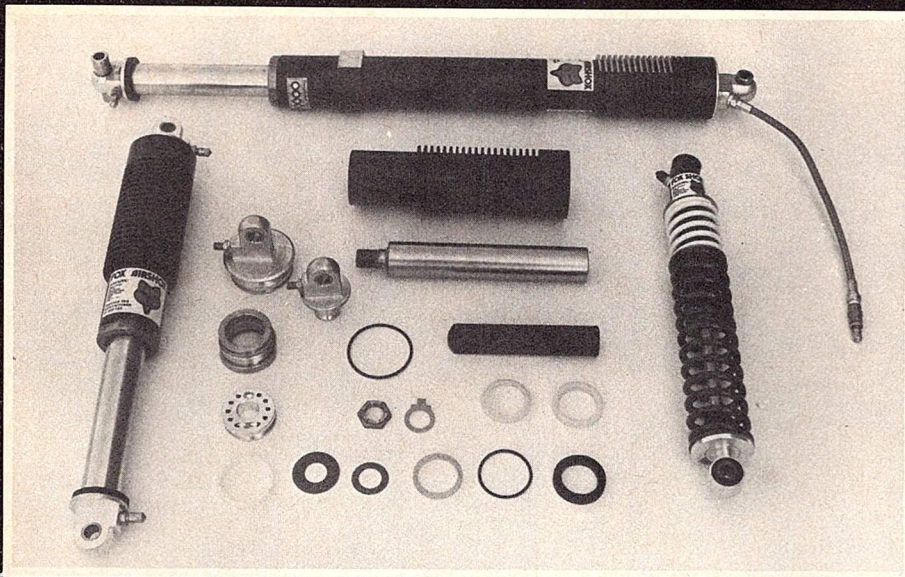
Steve Wise was top non-factory rider in the '77 125 National series aboard a trick Honda built by Cliff White.



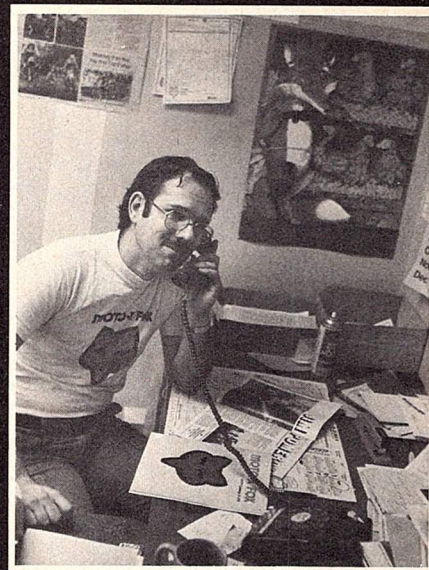
Pat Richter was third best 125 privateer riding a Chuck Tannlund-tuned Suzuki.



The brothers Fox. Bob (left) and Geoff. Which one has the cutest mustache?



The innards of their air shock, the spring/air unit and the new air monoshock.



Geoff pretends to be talking on the phone. Note the fox poster on the wall. What Geoff was saying was: take two shocks, drink plenty of liquids, stay in bed and call me in the morning. Isn't that what all doctors say?



The race room, Geoff watching Cliff White handle the torch.

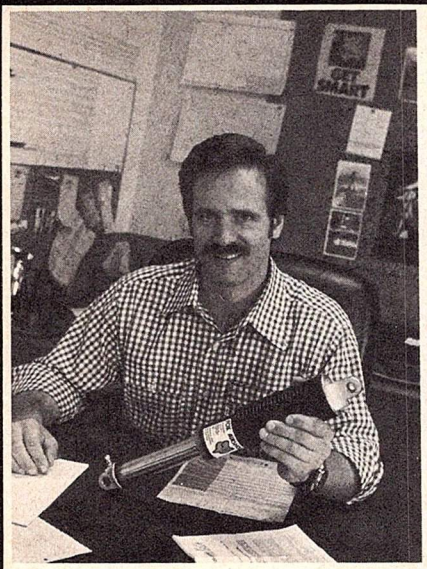
habit on a college student's budget. He switched to bikes. After finishing school he continued to ride while teaching at the University of Santa Clara. Meanwhile, Bob worked in aerospace and electronics, pursuing biking as a hobby.

Geoff eventually acquired a partial interest in a local bike shop and then launched Moto-X Fox early in 1974. Then he got interested in shocks. Bob also devoted much of his spare time to study, researching air suspension before signing on full time.

Fox Shox (air/spring) came boinging along just about Trans-Am time in 1975. By the end of that series MXF was testing the springless Airshox with Brad Lackey. At that time it was a single-pressure shock and Brad didn't like it that much. "Brad's been involved pretty much from the beginning. He's a key test rider. He pointed out that the dual-pressure approach was needed. A lot of the local hotshoes were happy with the single-pressure shock, but Brad said it wasn't as good as it should be in bumps going into turns. Right away we learned the difference between National-calibre riders and local experts."

The brothers Fox switched to dual air pressure rates and began marketing the Airshox in the spring of '76.

A key participant in the evolution of the Fox Shox was Steve Simons. He also designed air fork kits for



Bob holds his pride and joy while trying to act naturally. Note the Get Smart fox poster on the bulletin board. These fellows both have a serious surname fixation.

Brad's Husky and worked on a consulting basis for MXF in the development of the spring shocks. He stopped working at Fox about a year and a half ago to devote full time to his long-travel forks which Fox distributes.

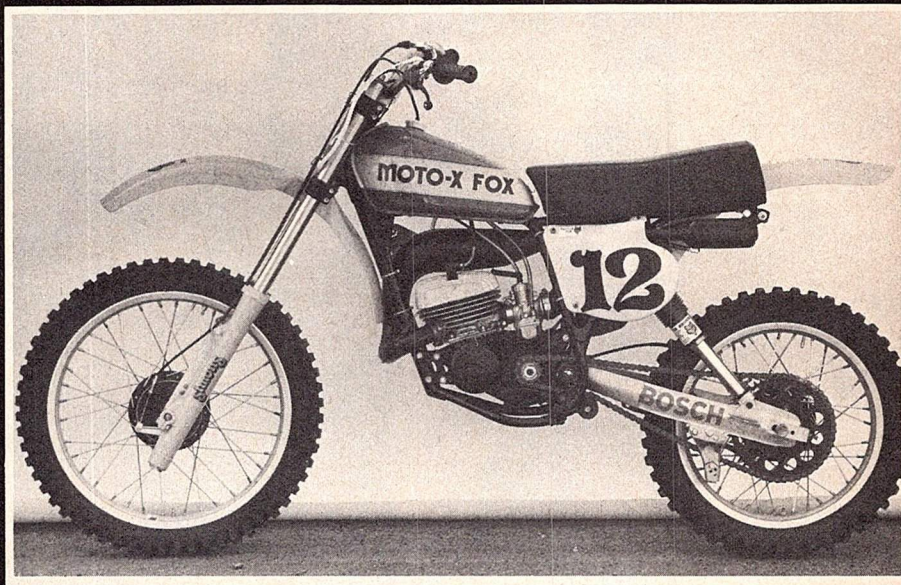
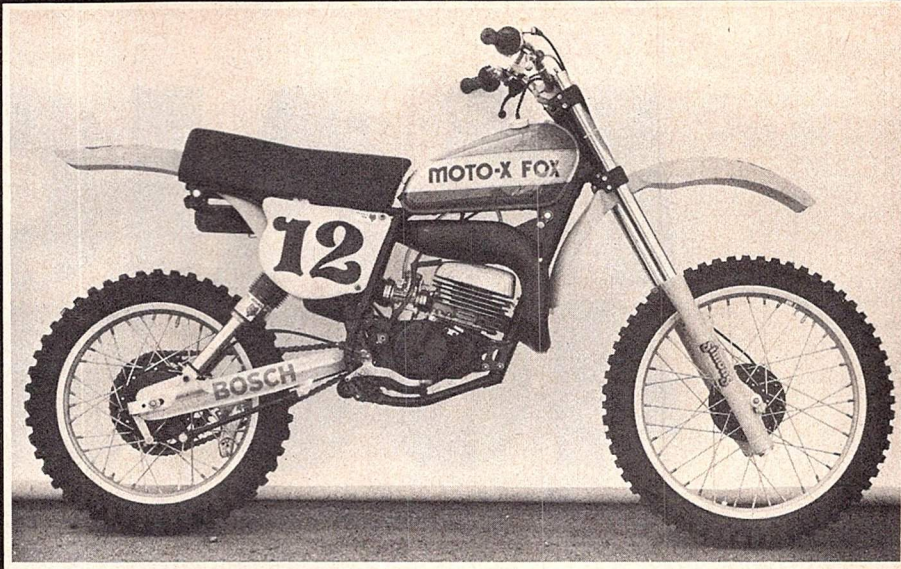
MXF started sponsoring riders during the '76 Trans-Am, giving Pat Richter a little help. Pat has been a test rider for them from almost the beginning. "Richter is an extremely good test rider. Both he and Brad pick out minute differences that our machines can't differentiate between.

They sponsored Pat and Steve Wise for the 125 Nationals this year, adding Mark Barnett for the final three rounds while also helping Mickey Boone. Their plans for a three-man Trans-Am team were foiled by Richter's knee injury in the final 125 National, which eventually required surgery.

Riders wearing the orange and yellow Fox colors were the top three non-factory 125 racers this year. Wise was fifth, Barnett sixth and Richter seventh.

"I really feel the 125 market is the only area for someone like us or DG. You just can't go head-to-head with Marty Smith and Bob Hannah. This game is 95-percent rider, even if you build a better motorcycle."

Moto-X Fox began expanding their product line with 125 development early in '77, about two



Pat Richter's 125 Suzuki with Steve Wise's number. It uses the 17½-inch Airshox with a special aluminum swingarm made by Thor (Rich Thorwaldson) to Fox specifications. They also have Thor swingarms for the 17½-inch shocks for Huskys and Maicos and one for the 17-inch shock used on Steve Wise's Honda. Pat's bike has 10½ inches of rear wheel travel. The Simons forks give ten inches. The bike also has Fox's pipe and porting, a 34mm Mikuni and Mototek ignition.

months before Hangtown. They spent their time initially on the RM125, which Richter rode, and they're pretty close to having something ready for the YZ125. Their new YZ monoshock unit should hit the market before the first of the year.

Geoff has traveled to Europe the last two years to catch the first few rounds of the GP season and check out what's happening on the other side. The 1976 trip inspired the

spring/air fork kits and shock reservoirs.

Fox Airshox are becoming more popular as various factory race efforts test them for their own teams. Honda has Fox suspension for all their factory bikes. Brad rode the GP series with them. Marty Smith won the 500 National Championship with them. The springless suspenders have been or are being used on numerous bikes, including those belonging to Steve Stackable, Kent Howerton, Marty Moates, Chuck Sun and Harley teamsters Staten, Tripes and Eierstedt.

While Moto-X Fox is best known for their shocks, they offer a whole line of accessory products for the off-road rider. Their brand-new '78 catalog is now available for two dollars. The address is: Moto-X Fox, 520 McGlinchey Lane, Campbell, California 95008; (408) 371-1221.

MAICO 400 WR

"It's the finest-handling bike I've ever had."

by the Staff of Dirt Bike

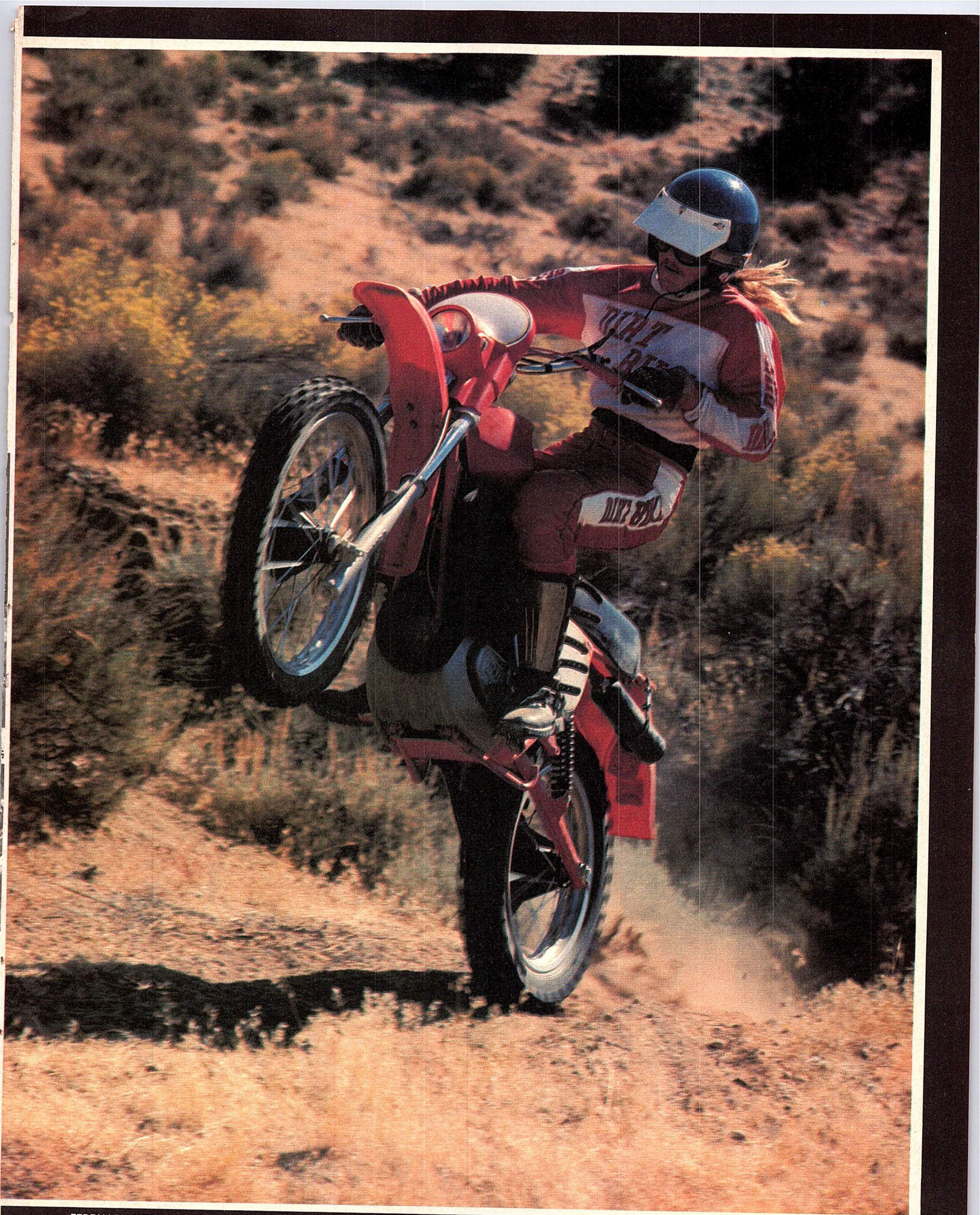


The frame, suspension and top end of the WRs are identical to the Maico motocrosser, the AW.

The scene is a dimly lit, one-room backwoods shack that passes marginally for a bar, and goes by the name of Owl's Barn. Sitting around the single circular table, and already talking with intoxicated loudness, are six men. Three of them, Billy Uhl, Lars Larsson and Barry Higgins, are members of the Maico Six Days team, recently back

from their excursion into the depths of Czechoslovakia. The other three, Chet, Tiff and Rik, although of somewhat lesser riding caliber, nevertheless are Great Zoot DB test riders, and have just completed one of several days of riding the Maico 400 WR.

We now join them in progress, albeit a few brews behind:





Changes in the powerplant include a Bosch solid-state ignition, a heavier flywheel to smooth out the power and a wide-ratio gearbox.

Chet: "... through this rocky stream bed, doing, oh, well over 70 . . ."

Tiff: "Ah, Al. Hey, mind bringing us another round here?"

Chet: "... suddenly there was this bear . . ."

Tiff: "And a couple more sausages!"

Rik: "Haven't we heard this before, Chet?"

Billy: "Not to interrupt, but aren't you guys supposed to be asking us about the Maico?"

Chet: "Always a killjoy in the crowd. Rik, here's a clean napkin. Get out a pencil."

Barry: "Hey, so what did you guys think of the WR, anyway?"

Chet: "Great!"

Rik: "Nice."

Tiff: "Huh?"

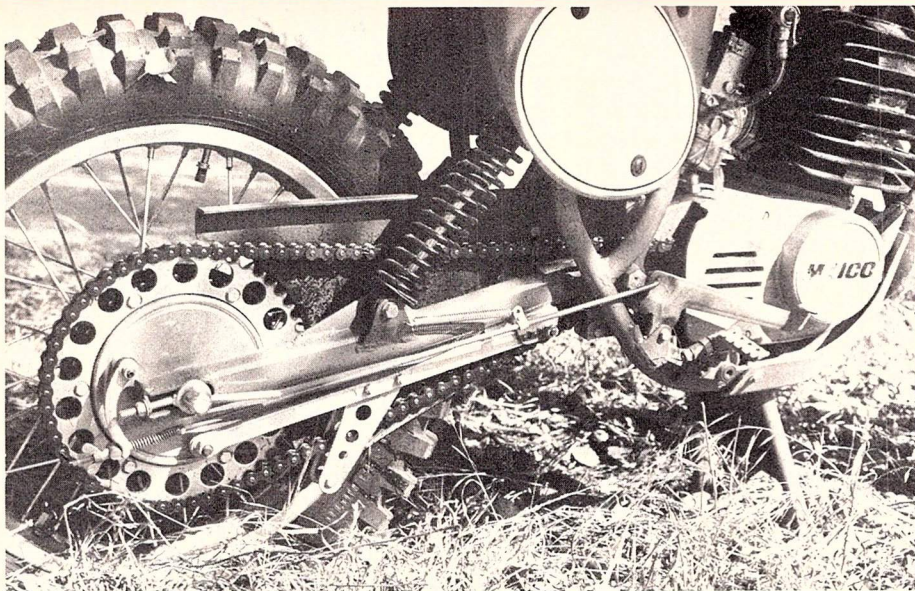
Chet: "I never would have thought a 400 Maico would be such a neat bike. It's definitely a *Qualifier* bike, not just a trail bike. It turns great. Even in Southern California trash-dirt. The more you ride it, the more it grows on you."

Rik: "It handles like a dream. Very solid feeling. It sticks well in a turn and goes where you want it. It certainly doesn't feel as tall as it is."

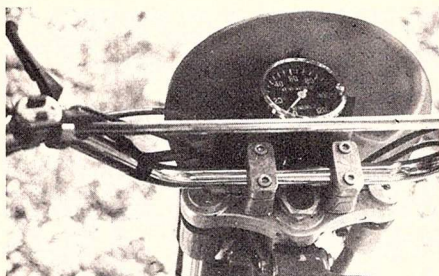
Billy: "It's the finest-handling bike I've ever had. The ride is plush and it's super-forgiving. It's effortless to ride, partly because of the handling, partly because of the power."

Tiff: "Yeah, hold on a second, Al. You guys got any money?"

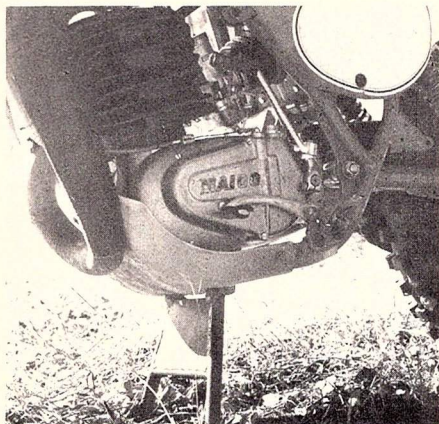
Chet: "I generally don't care much for 400 enduro machines, 'cause



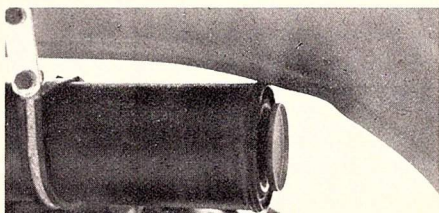
9.25-inch-travel Girling nitrogen shocks adorn the rear. A good, strong tensioner, mounted under the swingarm pivot, keeps the chain tight.



A VDO speedo sits up on the front. A compression release on the left side of the bars aids starting.



The centerstand, skid plate and high pipe (made by WheelSmith) are good features, unique to the WR.



The up-pipe is mounted a little too close to the rear fender and, after awhile, began to melt it. The silencer mount eventually broke.

they tire you out so quickly. Always pulling at your arms and jerking out of the turns. The Maico isn't quite so bad."

Rik: "I like torquey engines and this one's *all* torque. It makes it really easy to control. There's no surges, no spinning the rear wheel, but always enough there when you need it."

Lars: "The power's so broad, I generally put it into fourth at the start of the day, and don't take it out until the end."

Chet: "Actually, for a 400 it seems a little down on power to me, but I kind of like that. Though you might be giving up the edge in special tests."

Billy: "It doesn't accelerate super-hard like the Japanese bikes, yet it's deceiving. The power comes on so smoothly, you don't realize how fast you're going. On a wet and muddy course, it's really great. With lots of traction, it might be a little slow compared with some other 400s, but it sure is less tiring to ride."

Lars: "Of course, your gearing is important. I run 14/54, and it's fine."

Rik: "It's a great hillclimbing bike. Nothing stops it from churning away. Easy to wheelie, too."

Chet: "Oh, so you learned how."

Tiff: "I thought the (urp) suspension was too stiff, though. Both ends were hopping around when I hit rocks."

Rik: "Yeah, I thought it was a bit stiff while going slow, too. But still predictable. Of course, I'm only a scrawny 135 pounds, too. It worked fine on hard landings or when going fast. It worked better than the two



Falk provides the plastic goodies on the WR. This headlight/number plate piece gives good protection and looks very "continental."

motocrossers we were testing down at Saddleback that day; on the blue groove track."

Chet: "I don't know what you guys are talking about with the forks. It's not a trials bike, ya know. The rear shocks I would probably change to Works Performance, but I could live with them if I had to. I think the suspension is super."

Barry: "Well, you guys had the MX Girlings, the black bodies with black springs. Girling has another shock with a blue body and red springs which has different damping, and is softer. Maico gave us Bilsteins on our Six Days bikes."

Lars: "Black bodies, blue bodies, they're still Girlings. They can have them. I just switch to the Fox Airshox and run 95 psi in the soft part and 165 in the hard. With the forks I use Bel-Ray oil and it works good."

Billy: "The Maico forks are so much better than anything else I ever rode, it's hard to complain. I leave them stock, but it's just personal preference. In the rear, I always use Works Performance."

Tiff: "Hey, Al. Another sausage. And a couple more Coors."

Rik: "After we'd been riding awhile, my forearms started cramping up from pulling in those stiff levers. Do you guys feel it, or am I more out of shape than I thought?"

Billy: "The clutch is stiff, but it builds a good arm. Of course, the only time I use the clutch is starting off. I never use it to shift and I've

never had any clutch or tranny problems."

Tiff: "No, they're both for me, Al."

Lars: "I just use Terrycables. It makes a world of difference. Like day and night."

Barry: "And the Magura power levers help a bit, too."

Tiff: "Another thing. Those pegs, as soon as you hit water, your feet slip right off."

Rik: "Yeah, I had that problem too. Also with the rear brake lever. They should be serrated more."

Barry: "Actually, they did change them on our Six Days bikes. They welded on loops with bigger teeth on the pegs. They also turned up the end of the brake lever and notched teeth into that with a file."

Lars: "I rode with the stock pegs through the entire Two Day series.

I like them to a degree. It's possible to have too much grip, you know."

Rik: "Of course, the other problem with the rear brake lever was that after awhile it got hung up on the skid plate. I, heh, heh, discovered that on a downhill."

Billy: "Yeah, that always happens. I ground a notch in the skid plate, before I threw it away completely. I don't think you really need it. The bike has about ten inches of ground clearance."

Barry: "It can gather a lot of mud between the plate and the engine, too. Besides, if you hit anything hard enough to break Maico cases, then the bike will be the last thing you'll be worrying about anyway."

Rik: "We ended up just bending it in more toward the cases and that fixed it up."



Chet: "Were you saying something about the brakes before, Tiff? . . . ah, . . . Tiff?"

Billy: "Passed out already?"

Chet: "Lightweight."

Billy: "I think the brakes are as good as any, which isn't really good. Nobody's brakes work good in water, but the Maico's recover fast. They don't fade from heat like my Hercules and Can-Am used to."

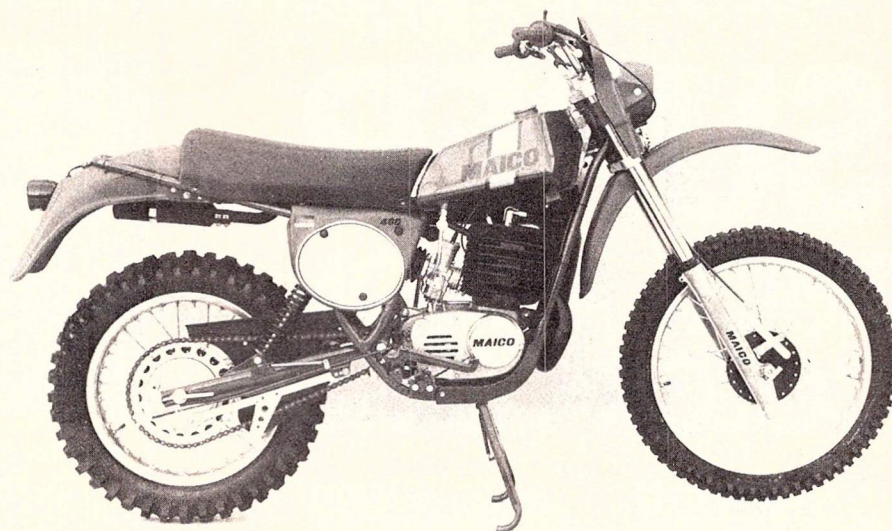
Rik: "As you know, we lost the front wheel on our test bike. A bunch of the spokes started pulling out. The nipples were breaking right at the shoulder. It's funny, 'cause we kept on top of them every time we rode, too. The only thing we could determine was that we had a batch of bad nipples. The rear held together fine. You guys have any problems like that?"

Lars: "I think the Maico rim is a little soft. It lets the spokes give a little too much. I just use Sun rims. Of course, I run a 17-incher on the rear anyway."

Billy: "I've got Buchanan spokes and Sun rims and haven't had any trouble with them. I also use a 17-incher on my 450."

Barry: "I just ran the stock spokes and rims, and I didn't have any problems until the fifth day of the ISDT. But that was because I spent so much time trying to keep on my minute that I didn't have time to check and adjust them."

"Someone told me that some of the WRs did get hold of some bad nipples in the front. The only way to tell is that the good ones are



supposed to have a four-leaf clover imprinted on the ends of the spokes and nipples."

Rik: "Anyway, Maico said that if anybody gets one with bad nipples, they'd fix it for free."

Chet: "Well, ol' Al's looking pretty sleepy over there. Anybody got any more comments that oughta be thrown in?"

Rik: "I was impressed by the easy starting. Usually on the first kick. Two at the most. I was glad to see the switch to the Bosch solid-state ignition."

Chet: "I thought the bars were a little narrow for me."

Rik: "Well, you like gorilla bars. I thought they were just right. The Magura grips are great."

Chet: "The centerstand helps too, but I'd like the option of a sidestand. The unbreakable rear fender broke."

Rik: "But that was from where the exhaust had started to melt it. They ought to move the pipe out a little farther. But it is nice to have the Wheelsmith high pipe on it."

Barry: "The pipes on our Six Days bikes were from Germany and had an extra 60mm in the center cone, which gave more low end and mid-range. Maybe they'll be putting them on the WRs later on."

Rik: "It's really a tall bike. One of the tallest woods bikes I've been on. Like I said before, you don't feel it when you're riding, but if you get into a tight situation, it can be a disadvantage."

Chet: "One of the questions that

everyone still asks is, of course, are Maicos reliable?"

Lars: "I think the reliability of the bike is unquestionable. I ran the entire Two Day series, and never once had to remove the cylinder or head. I also feel the Maico is easier to work on than my old KTM. Easier to maintain."

Rik: "So in (ahem) summation, it seems that we're all pretty much in agreement that the basis of the package, the integral things that really matter in a bike, are all there with the Maico. The handling, the power and the suspension work together to produce one of the finest-feeling, yet competitive cross-country bikes available. Most of the complaints come down to personal preferences and relative nit-picking. The wheel was our only major problem, and that's certainly nothing that can't be easily remedied."

Chet: "I'd love one, thanks."

Rik: "Huh?"

Chet: "And don't forget to mention in the test that Maico started the whole long-travel rear suspension trend back when."

Rik: "You just did. By the way, how good a memory do you have, Chet? Tiff just twitched and knocked his beer all over my napkin."

(Editor's note: The preceding beer and bull session probably never happened. The people, however, are real, as are their opinions and information. The quotes may not be exact, but they're as close as soggy napkins allow.)

MAICO 400 WR

Price (approx. retail, West Coast): \$1995

EngineTwo-stroke, single-cylinder, piston port

Displacement386cc

BorexStroke77mmx83mm

Compression Ratio12:1

CarburetorBing Type V 54/11 36mm

ClutchWet multi-disc

Primary DriveTriplex chain (1.86)

Transmission Ratios:

1) 2.98

2) 2.17

3) 1.65

4) 1.25

5) 1.00

Final Drive4.00 ratio

13-tooth countershaft

52-tooth rear sprocket

ElectricsBosch electronic CDI

LubricationPre-mix

Recommended OilBel-Ray MCI

Fuel Tank Capacity2.9 gallons

FrameChrome moly

Suspension:

Front: Maico forks, 38mm tubes;

9.25-inch travel

Rear: Girling nitrogen shocks, 9.25-inch travel

StartingPrimary kick

TiresMetzeler, 3.00x21 and 4.50x18

Dimensions:

Wheelbase56-58 inches

Ground clearance10.2 inches

Bar width33.2 inches

Peg height14.1 inches

Seat height36 inches

Weight235 pounds

Distribution47/53

Brakes:

Front136mm drum brake

Rear160mm drum brake

InstrumentsVDO speedometer

LightsEnduro-legal

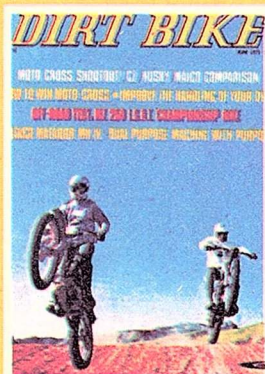
SilencerSkyway

Spark ArrestorUSFS-approved

WarrantyNone

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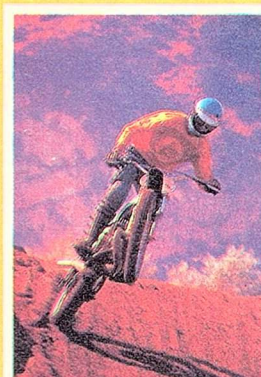
SUPER TRICK-ACTION COLOR POSTERS



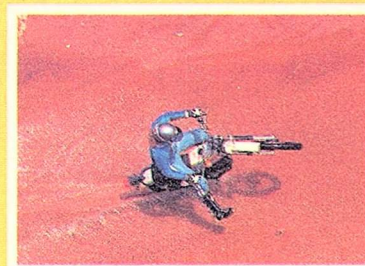
1. FIRST ISSUE OF DIRT BIKE



2. ACTION AT INTER-AM



10. JIM CONNOLLY, 250 BULTACO PURSANG

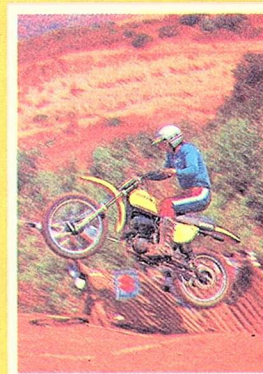


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Address _____
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ENDURO WRAP-UP

Continued from page 31

come out and win it."

Finally, to hold a full time job with the sponsoring factory, all riders agree, is one of the greatest advantages. "If a rider has all week to prepare his bike, he definitely has the edge. If you have any mechanical problems, you're out of the event."

All in all, not a small order. When you think of how many riders fill that bill, one begins to see just what happened to our *great* race this year.

AMA ENDUROS

EVENT WINNERS:

2/27 Wiggins, MS	Dick Burleson (Hus)
3/6 Decatur, GA	Dick Burleson (Hus)
3/6 Placentia, CA	Mike Hannon (Bul)
3/20 Tulsa, OK	Jack Penton (Pen)
3/20 Canoga Park, CA	(Tie) Jay Tullis (Hon)
	(Tie) Mike Adams (Hon)
4/3 Lubbock, TX	Dick Burleson (Hus)
4/24 Nashville, TN	Dick Burleson (Hus)
4/24 Sacramento, CA	Mike Hannon (Bul)
5/1 Sterling, IL	Dick Burleson (Hus)
5/15 Bristol, VA	Ted Worrell (Suz)
5/21 Alamo, CA	Skip Olson (C-A)
5/28 Pasadena, CA	Dick Burleson (Hus)
	(double pts.)
6/12 Wellston, OH	Dick Burleson (Hus)
6/19 Bath, MI	Dick Burleson (Hus)
6/26 Hopkins, MN	Bob Popiel (Hus)
8/7 Grand Rapids, MI	Skip Olson (C-A)
8/21 Lehigh Valley, PA	Dick Burleson (Hus)
8/28 Columbia, SC	Skip Olson (C-A)
9/3 Ellenwood, GA	Terry Darragh (Hus)
9/4 Mt. Pleasant, MI	Lenny Keen (Pen)
9/18 Carlisle, PA	J.A. Fredette (Pen)
9/25 Grenloch, NJ	Charles Stapleford (nbl)
10/2 Evansville, IN	Dick Burleson (Hus)
10/2 Santa Ana, CA	Mike Hannon (Yam)
10/9 Logan, OH	Ted Worrell (Suz)
10/16 Rockford, IL	Bob Popiel (Hus)
10/23 Oakland, CA	David Bertrum (Hus)
11/6 Crescent City, CA	Jeff Henning (Hus)

1. Dick Burleson (Hus)	220
2. Skip Olson (C-A)	164
3. Bob Popiel (Hus)	134
4. Ted Worrell (Suz)	132
5. Bruce Kenny (Suz)	128
6. Kevin Snapp (C-A)	110
7. Herluf Johnson (Suz)	106
8. Mike Hannon (Bul/Yam)	99
9. Ron Ribolzi (Pen)	89
10. Jeff Fredette (Pen)	67



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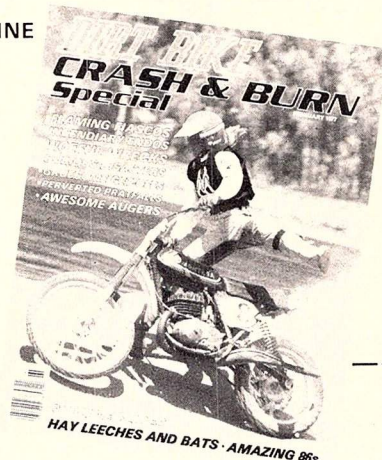
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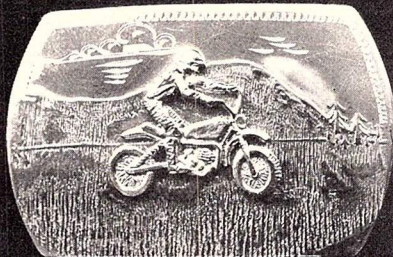
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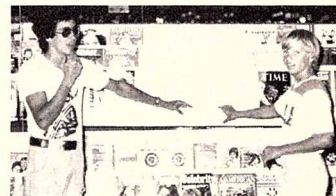
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BITS & PIECES

Continued from page 9

Bore products, Hoss Plastics, Backcountry Clothing, Works Performance Shocks, Rister Protective Gear and Joe Bolger Products west of the Mississippi. Ossa West distributes Ossa motorcycles in 13 western states. Both companies will continue to operate from 13712 Alma Avenue, Gardena, California 90249; (213) 532-9311. A new catalog is now available for interested dealers.

* * * *

The two American distributors of Montesa motorcycles have announced their 1978 local rider racing incentive program. Gift certificates for parts will be awarded to any Montesa rider who finishes in the top three places (first — \$25, second — \$15, third — \$10) in any race or trial reported in a national publication. For more info: East — Cosmopolitan Motors, Jacksonville and Meadowbrook Roads, Hatboro, Pennsylvania 19040; (215) 672-9100. West — Viva Distributing, 10625 Vanowen,

Burbank, California 91505; (213) 766-6101.

* * * *

An idea for last month's cover that somehow never got photographed. We were going to hand Brad Lackey a .45 automatic, take him out to a pasture somewhere, line him up beside a cow plop and let him fire away. The cover line? Simple. *Interview: Brad Lackey Shoots . . . Straight From the Hip.* Fooled you, huh?

* * * *

According to a survey compiled by a Swiss consultant, the Carlsbad 500 USGP had the second-best attendance figure for the series — 34,000. Top drawer was Italy with 45,000. Lowest attendance was reported for Sweden — 10,000. In the 250 series the Soviet Union with an estimated 50,000 topped the list. Low meets were Belgium (6000) and Sweden (8000). Average attendance was 24,769 for the 500 series and 23,538 for the 250 series.

* * * *

Can we expect mopocross? Honda is hoping to hook many on the Hobbit habit. Is it true Marty, Brad, Jim, Tommy, Warren and Graham have already fit knobbies and beefed up the suspension for some intramural mopomania?

* * * *

Monroe Auto Equipment Company and S&W Engineered Products, cosponsors of the Olympiad, are forging ahead with plans for the '78 match-up. S&W has offered to allow future Olympiad riders to use their experimental laboratory for suspension performance evaluation.

* * * *

From the pages of SALT BIKE: Peter Grufstedt of North Stonington, Connecticut, made Bonneville Salt Flats history when he set five world land speed records in five consecutive days. Grufstedt set records ranging from 113 to 126 mph on a 125 Morbidelli, receiving major sponsorship from Spectro (Intercontinental Lubricants Corp.).

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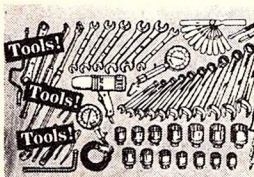
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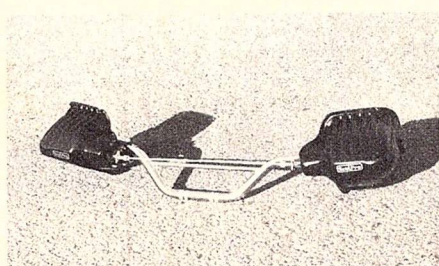
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NEW PRODUCTS

If you spot something here that tickles your fancy and you decide to order or maybe just send for more info, be sure to mention that you saw it in DIRT BIKE Magazine. We already know that they exist. Laying your and our name on them lets them know that we too have weight and take up space. And, equally important, it tells them that you are a loyal reader of the MIGHTY DB, and proud of it.



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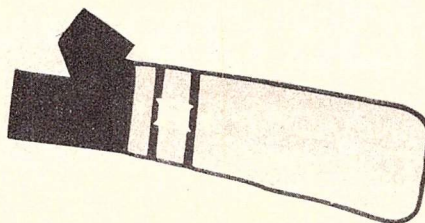
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This racing log is a personalized record that lists your past performances (wins, DNFs, etc.), when you performed specific services on your machine, and the results of experiments. Use it to compare, learn, study, and make improvements to accomplish your goals. There's lots to be learned and this is a good way to get it all together. It can be yours for only \$1.25 postpaid from Western Shopper, 30 Round Top Rd., Sparks, Nevada 89431; (702) 673-4171.



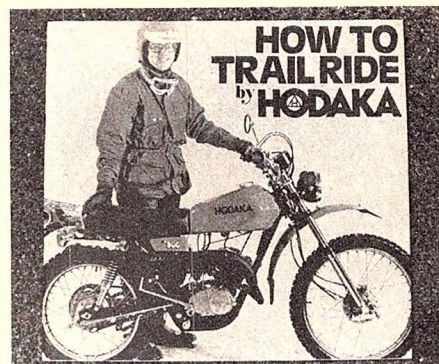
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This is the first two-cycle engine oil of any type to be certified by the Boating Industry Association for use in outboard motors up to a fuel-oil ratio of 100 to 1. It has successfully completed the entire three-part sequence of BIA tests at the ratios to earn it the 100 to 1 rating, and is the only lubricant ever to do so. In fact, this product actually has become the basis for an entirely new BIA specification called Service TC-W100, which will be adopted industry-wide. For more information contact EON, Inc., North Central Bldg., Suite 350, 1440 North Loop, Houston, Texas 77009; (713) 868-1431.



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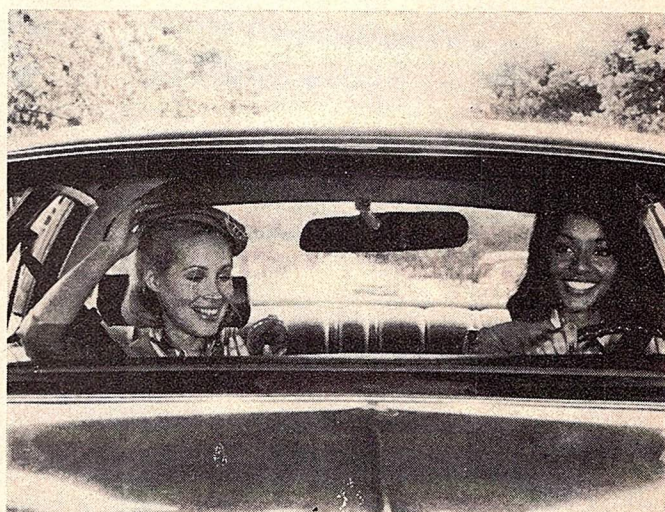
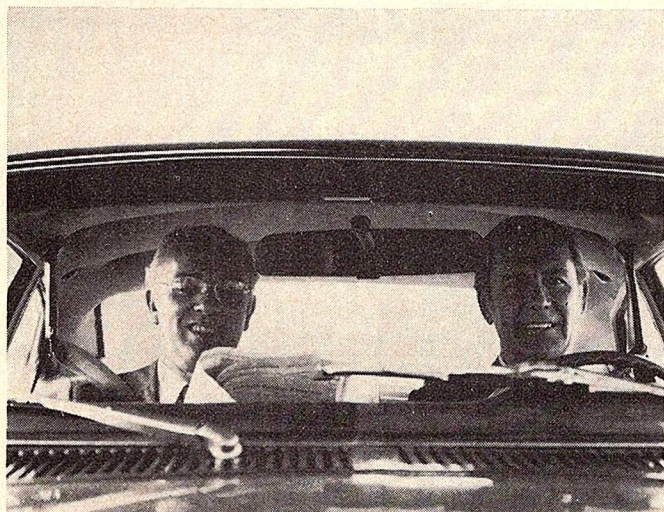
Do you know who holds the record for the most mileage accumulated in bad weather on a 50cc twin? Do you care? Well, if you do, don't expect to find out from this book, cuz it's not that kind of a book. It's all about the basics of trail riding — from what to wear to how to ride certain types of terrain . . . muck, mud, sand, rocks, logs, banks, savings and loans, hills, etc. You can only get it from participating Hodaka dealers, but that shouldn't be too painful. Where is your closest Hodaka dealer, you ask? Write: Pabatto, P.O. Box 327, Athena, Oregon 97813.



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TRANS-AMA MOTOCROSS

October 23. St. Peters, Missouri. Roger DeCoster didn't gain any ground on runner-up Bob Hannah in the points race but he did take the overall. He also asserted his ability to hold off Hannah's effort to become the first American to win the fall series. By swapping one-two performances the pair remained eight points apart with three rounds remaining.

Brad Lackey was first off the line in the first moto. Hannah soon passed Roger for second and then took over on the second lap. Lackey fell and soon after Tony D. bobbled. Marty Smith wedged his front wheel between Tony's rear wheel and fender. Hannah won by more than ten seconds, posting his fifth moto win in five events.

Gerrit Wolsink was the front runner in moto two before stalling in a turn. Wolsink, recovering from a leg injury, headed home after the race to await an heir before picking up the series finale at Sears Point en route to Japan for testing. The Jammer, back in action after his summer arm break, took over, but Hannah soon passed him. DeCoster made his move about halfway through the moto. For ten minutes Bob really put the pressure on to regain the lead, but he finally dropped back, unable to manage a final flurry at the end. Roger won by at least 15 seconds. Jim Pomeroy, suffering from stomach cramps, had an off day and slipped to fourth in the points tally as Marty Smith climbed back to third with a third overall ahead of Tommy Croft.

Mark Gregson had the holeshot magic in both of the 250 National Support motos, but Mike Bell swept the day. Series leader Chuck Sun, in line for top Support in '78 with the departure of Kent Howerton from Husky, posted a two-three second overall.

Sun passed Gregson twice in the first moto before a shift to neutral allowed Bell by. Mike held him off the rest of the way, then took over early in the second moto with Broc Glover on his tail. That's how they finished, with Sun closing hard but settling for third. Series runner-up Mark Barnett took fifth for the day with a pair of sixths as Sun stretched his points lead to 59.

LAST LAP



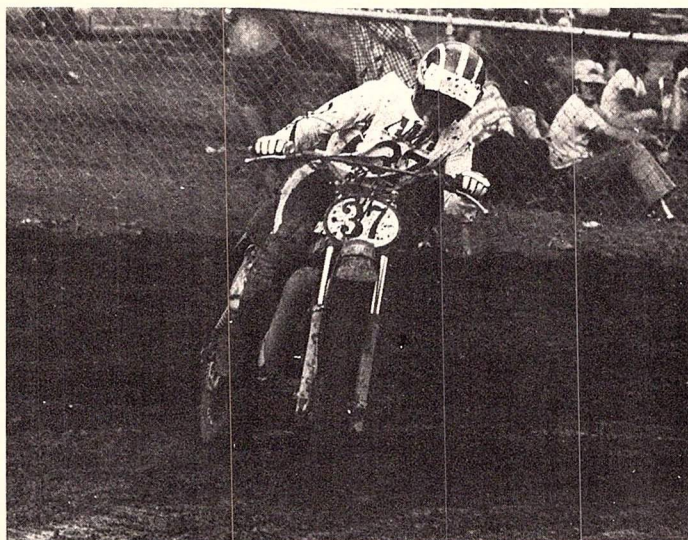
1977 AMA Amateur Motocross Champions: (left) Gary Easton, Yam-Open; Hugh Fleming, AMA Amateur Director; Harvey Coleman, Virginia Suzuki dealer; Ferrell McCullough, Can-Am-250; and Jeff Callihan, Suz 125. Each of the winners received a brand-new Suzuki. (Mike and Anne Adair)

Results: DeCoster (2,1) Suz; 2. Hannah (1,2) Yam; 3. Smith (4,4) Hon; 4. Croft (3,5) Hon; 5. DiStefano (6,3) Suz; 6. Wolsink (8,7) Suz; 7. Stackable (10,8) Mai; 8. LaPorte (13,6) Suz; 9. Howerton (12,9) Hus; 10. Burgett (7,15) Yam. 250 National: 1. Bell (1,1) Yam; 2. Sun (2,3) Hus; 3. Glover (4,2) Yam; 4. Reid (3,7) Hon; 5. Barnett (6,6) Suz.

October 30. Plano, Texas. Roger DeCoster made it four overalls in six tries to open up a 26-point spread

over Bob Hannah at Rabbit Run Raceway. The Hurricane did win the second moto after DN'ing the first. Tony DiStefano claimed second overall, followed by Brad Lackey.

Kent Howerton got the home state holeshot in the first moto while Hannah got trapped behind a multi-bike mishap. Tommy Croft took over on lap two. Hannah, working his way back to the middle of the pack in short time, then ran into Gary Semics, who had slowed when blocked off. Bob went over the bars, remounted and resumed



250 National Amateur Champion Ferrell McCullough was the only double moto winner. He was 125 champ the year before. (Mike and Anne Adair)



Hannah (2) and DeCoster (104) swapped wins in Missouri. (Jim Gianatsis)

the chase from last place until a flat put him out. Roger made his move on the fifth lap and retained the lead for the win. Tony D. moved up to second but then ran into a fence that dropped him four notches. He made up two before the checkered.

The second moto started too soon, but Brad Lackey didn't. The gate was down before the time card went sideways. Hannah was by on

the third lap and quickly opened a ten-second lead. Brad held on to second and Tony took third.

Former 250 Champion Gary Jones holeshot the first National moto, but Warren Reid soon took over for the win. Broc Glover outran Zahrt, Swartz, Clark, Sun and Barnett and was closing to finish second. Reid jumped in front in the second moto, relinquishing his lead at the halfway mark to Glover. Chuck Sun moved into third after Mike Bell got knocked

over a berm. Glover and Reid battled away for the moto and the overall. First Broc fell, then Warren stalled but regained the lead on the last circuit, only to have Broc take him in the final esses before the flag. The win moved Glover up to fourth in the Support standings.

Results: 1. DeCoster (1,4) Suz; 2. DiStefano (4,3) Suz; 3. Lackey (9,2) Hon; 4. Howerton (2,10) Hus; 5. LaPorte (5,6) Suz; 6. Croft (3,11) Hon; 7. Smith (6,7) Hon; 8. Pomeroy (10,5) Hon; 9. Hannah (DNF,1) Yam; 10. Mosier (8,13) Mai.

National: 1. Glover (2,1) Yam; 2. Reid (1,2) Hon; 3. Sun (3,4) Hus; 4. Savitski (5,3) Suz; 5. Bell (4,6) Yam; 6. Barnett (6,7) Suz; 7. Swartz (9,8) Mai; 8. Johnson (7,11) Suz; 9. Halcomb (11,12) Hus; 10. Stacy (14,10) Sac.

November 6. Puyallup, Washington. Marty Smith scored his second overall to move ahead of Bob Hannah for the runner-up spot with one round remaining. Hannah remained the series leader in moto wins with six. Marty swept the day in Washington as Roger combined a five-two day to place second. Hannah scored a seventh and fifth to take fourth overall behind Brad Lackey.

Smith jumped into the lead in the first moto, and by the fourth lap there was a brigade of four red machines up front. Tommy Croft put on pressure, nudging his teammate once, and then decided to back off to avoid a tangle. Hannah and DeCoster worked up to fifth, battling bar to bar. But finally Bob's front fender went south and he had to slow, riding goggleless in the sand. At the finish it was four red bikes and Roger.

Marty led the way again in moto two and again Tommy Croft caught up but couldn't get by. Then the spokes in Croft's rear wheel started flying asunder and he was out of it. Jim Pomeroy also suffered the same fate, one of the few mechanical problems to befall the RCs during the series.

DeCoster started coming hard at about the 20-minute mark and by the checkered was very close to Marty, who almost crashed on the last lap. Marty missed a shift on a jump and hit on the handlebar cross-brace, but somehow hung on for his second Trans-AMA win of the year. The day's 50 points moved him three markers ahead of Hannah.

Warren Reid gave Honda another win in the National class with a one-two outing. Warren topped series leader Chuck Sun in the

What's a Dirt Diggers Grand Prix without a mudhole? (Mark Kiel)



opener and missed out on a sweep in the second when Sun ran into him, allowing Broc Glover to go by for the win and second overall. Ron Pomeroy, Jim's younger brother, was the early leader in both motos, taking a fifth in the opener.

Results: 1. Smith (1,1) Hon; 2. DeCoster (5,2) Suz; 3. Lackey (4,3) Hon; 4. Hannah (7,5) Yam; 5. DiStefano (11,4) Suz; 6. Mosier (8,7) Mai; 7. Burgett (10,8) Yam; 8. Croft (2,x) Hon; 9. Pomeroy (3,23) Hon; 10. Weinert (16,10) Kaw.

250 National: Reid (1,2) Hon; 2. Glover (6,1) Yam; 3. Bell (4,3) Yam; 4. Barnett (3,6) Suz; 5. Schultz (15,4) Mai; 6. Sun (2,x) Hus; 7. Rhyne (11,11) KTM; 8. Elledge (9,15) Hus; 9. Englund (23,5) Yam; 10. Jennings (8,18) Suz.

SUPERCROSS

November 12. Anaheim, California. Bob Hannah won his sixth stadium event in ten tries to write finis to stadium motocross for another year. Hannah, who had clinched the title four months earlier at the Superbowl of Motocross, got the holeshot and, after a brief race with John Savitski on the first lap, ran away with it. Bob was aboard the new YZ250E production bike. Runner-up was Jim Pomeroy, who scored his fifth second to finish number two overall for the series.

Anaheim's baseball stadium was filled with 43,000 viewers who almost didn't get to see an AMA-sanctioned event. An agreement between them and promoter Mike Goodwin concerning TV rights was not reached until the afternoon of the race.

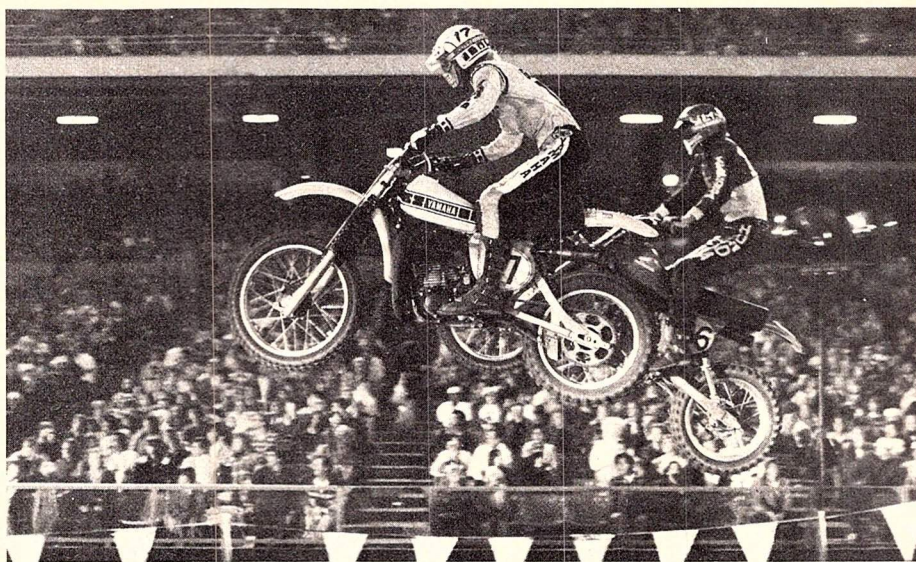
Results: 1. Hannah, Yam; 2. Pomeroy, Hon; 3. Croft, Hon; 4. Mosier, Mai; 5. Smith, Hon; 6. Glover, Yam; 7. Trippes, H-D; 8. Sun, Hus; 9. Weinert, Kaw; 10. DiStefano, Suz.

AMA AMATEUR MOTOCROSS

October 9. Axton, Virginia. Jeff Callihan (125), Ferrell McCullough (250) and Gary Easton (500) won the class championships. Forty-five racers for each class, selected by district and regional qualifiers, arrived at Sugar Tree for the muddy showdown. Each of the three winners received an RM racer, donated by Suzuki.

125 action saw Richard Hoozer (Suz) win the first moto and then limp home sixth in the final after being centerpunched in the first turn and injuring his hand. Mark Williams (Suz) won the second moto, edging Callihan, who posted the best overall point total. Callihan is a high school student in Warrenton, Virginia.

Ferrell McCullough, who won the 125 title the year before, moved up to 250s and swept both motos



Broc Glover and Graham Noyce testing the infield fly rule. (Jack Wright)

aboard a Can-Am. He's from Beltsville, Maryland, and a student at the University of Maryland.

David Bailey, son of Gary, won the opening 500 moto easily but was penalized a lap for jumping the gate in the second moto. He actually was pinned under the gate for a while. Gary Easton, runner-up to Bailey in the first moto, took the second moto win and the overall. Easton, from Solon, Ohio, is 15.

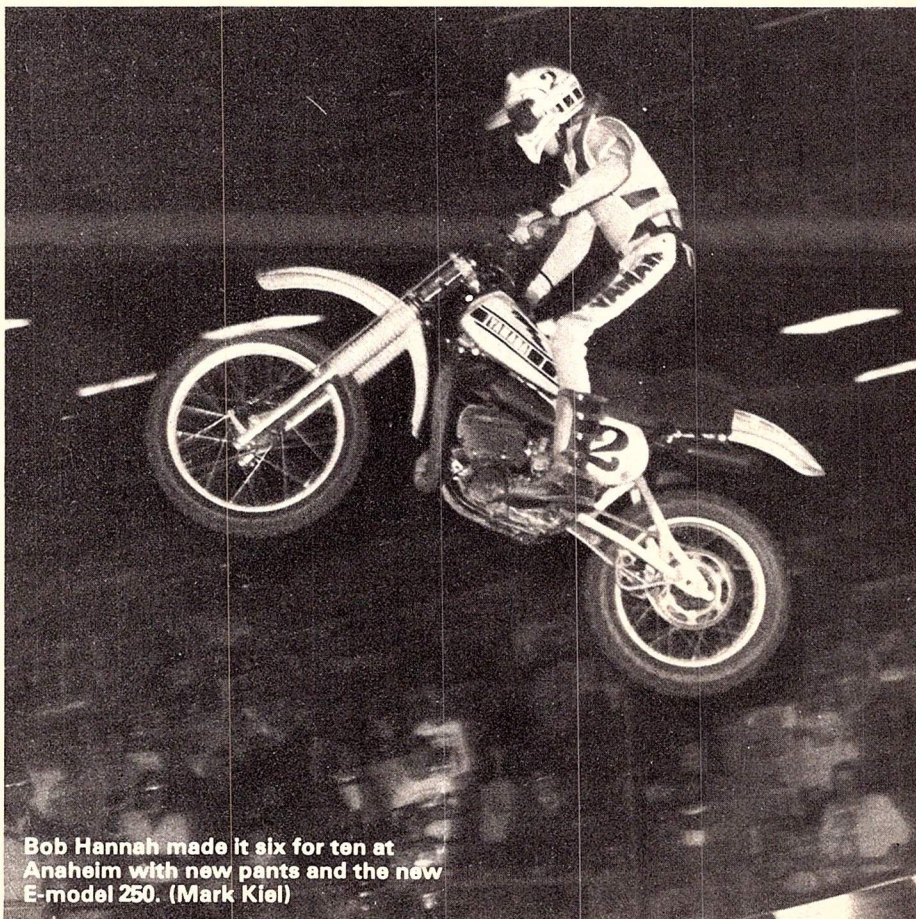
Results: 125 — 1. Jeff Callihan, Suz; 2. Richard Hoozer, Suz; 3. Jeff Surwall, Suz; 4. James Lauer, JL; 5. Mark Williams, Suz; 6. Paul Brandt, Suz; 7. Sammy Bosnic, Suz; 8. Tim Shipyard, Suz; 9. Chappi Blose, Suz; 10. Glenn Taylor, Yam.

250 — 1. Ferrell McCullough, C-A; 2. Mickey Whetzel, Suz; 3. Troy Bradshaw, Bul; 4. John Untiedt, Suz; 5. Dan Carlton, Suz; 6. Shane Hruska, Mai; 7. Mike Twigg, Suz; 8. Kirk Bigelow, Yam; 9. Chuck Bender, Yam; 10. Bruce Castell, Yam.

500 — 1. Gary Easton, Yam; 2. Gary Dunkelberger, Mai; 3. Kevin Arnold, Mon; 4. Chip Howell, Hus; 5. Mike Breadway, Yam; 6. David Bailey, Bul; 7. Gary Haynes, Mai; 8. Dale Sullivan, Bul.

CLASS C

October 23. Pompano Beach, Florida. Jay Springsteen



Bob Hannah made it six for ten at Anaheim with new pants and the new E-model 250. (Mark Kiel)



capped off his year by again blitzing the post point series finale, the Race of Champions Half Mile. The Springer took over the lead on lap three from Ted Boody and romped home. Garth Brow finished ahead of Boody despite losing an air cleaner, which let his engine suck in some dirt. The placings made it a one-two-three Michigan day.

Controversy was the order of the day when it was revealed that AMA Director of Racing Doug Mockett had ordered Steve Eklund and Kenny Roberts to ride the event "for the good of the sport." The threat of a fine or suspension was used to inspire the appearance of the west coast racers. AMA funds were used to assist Eklund and his mechanic. Roberts made an appearance but

did not suit up, preferring to leave the matter with Yamaha's legal department.

Results: 1. Springsteen, H-D; 2. Brow, H-D; 3. Boody, H-D; 4. Eklund, H-D; 5. H. Scott, H-D; 6. G. Scott, Tri; 7. Keener, H-D; 8. Hateley, H-D; 9. Palmgren, H-D; 10. Sehl, H-D.

OBSERVED TRIALS

October 29. England. Martin Lampkin scored his first Scott Trial victory, setting a new record of three hours, 46 minutes around the 68-mile course. Rob Edwards was best on observation, dropping 60 points, but finished a single tally behind Lampkin's winning score of 81. Malcolm Rathmell, winner of the two preceding events, posted the second best score on observation and finished third overall. Martin became the third Lampkin brother

Marty Tripes stylin' in the stadium of Angels. (Mark Kiel)

to top the world's best-known time trial. The cross-country race around the Yorkshire moors with some 70 sections added on produced just 56 finishers from among the 184 starters.

Results: 1. Martin Lampkin (0+81=81) Bul; 2. Rob Edwards (22+60=82) Mon; 3. Malcolm Rathmell (17+65=82) Mon; 4. Rob Shepherd (11+84=95) Hon; 5. Nick Jefferies (31+93=124) Hon; 6. Dave Thorpe (31+109=140) Bul; 7. Rich Sunter (6+139=145) Mon; 8. Sid Lampkin (35+116=151) Bul; 9. Nigel Birkett (24+132=156) Suz; 10. Norm Shepherd (38+128=166) Bul.

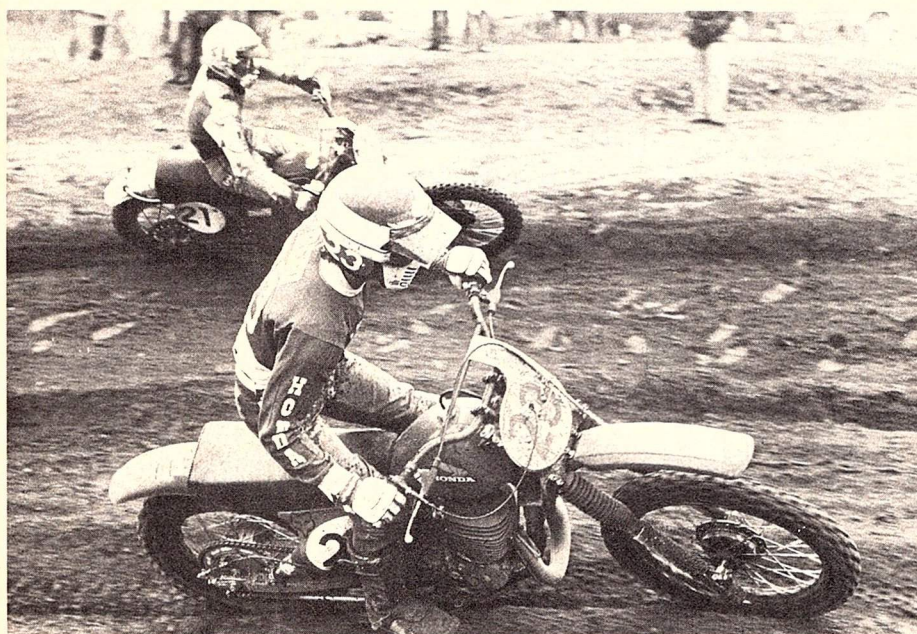
November 5. England. Rob Shepherd won the concluding round of the British series to become the first four-stroke champion since the days of Sammy Miller aboard an Ariel in the mid-'60s. Shepherd, who led during much of the series, had been overtaken by Martin Lampkin, who started the final day with a three-point lead. Lampkin finished second in the Hoad finale, deadlocking him with Shepherd on the points table. The Honda rider's victory gave him a series edge in wins, three to two, and the title. Immediately after the trial, Sammy Miller told Shepherd that Honda was pulling out of trials in England for 1978. While plans have not yet been finalized here in the States, it is expected that Honda will continue to support U.S. champion Marland Whaley, including a full effort in the world championship series.

1977 British Championship: 1. Rob Shepherd, Hon 106; 2. Martin Lampkin, Bul 106; 3. Malcolm Rathmell, Mon 99; 4. Rob Edwards, Mon 70; 5. Mick Andrews, Yam 59; 6. Dave Thorpe, Bul 52; 7. Nigel Birkett, Suz 47; 8. John Hemingway, Bul 26; 9. Norman Shepherd, Bul 17; 10. Richie Sunter, Mon 13.

DIRT DIGGERS GRAND PRIX

November 5-6. Trabuco Canyon, California. The Classic Dirt Diggers Grand Prix is alive and well in a new setting. County hassles ended the long-successful run on Bob Hope's land with the 1975 event. Indian Dunes was used in 1976 and for 1977 the club switched from "Dunestown" to Pioneer Town at Racing World. More county hassles prevented the use of western town buildings similar to those used at Hometown. The building commission wouldn't allow the structures until the permits went through the proper bureaucratic channels.

Coors Beer was the official sponsor of the 19th annual grand prix. It was their first venture into motorcycle racing.



Warren Reid on the inside, Chuck Sun on the outside, goin' for 250 National class glory. (Bruce Heyer)

Woman's champion Sue Fish took her class and also posted a fifth in the 125 Expert, edging desert ace Larry Roeseler, who won the 500 Expert. Larry's dad, Earl, won the D37 Seniors class. Gregg Toyama won the 125 Expert. Dick Mann had his way in the Pioneer (old-timers) class. The big surprise was the runner-up, stadium motocross magnate Mike Goodwin, who slipped in ahead of Bryon Farnsworth. Danny Sanchez won the 250 Expert and Goat Brecker took the Professional class with two moto wins. Kenny Zahrt was second and Danny Chandler third. No DDGP would be complete without the infamous mudhole, and it claimed its share of victims.

Coors seemed happy with the weekend and will likely continue as sponsor. The addition of the western settings next year should see Pioneer Town well on the way to becoming another SoCal classic in its own right.

Results: 100 Combo — Craig Egerman, Hon; 125 Novice — Danny Westergaard, Suz; 125 Amateur — Mark Dooley, Suz; 125 Expert — Gregg Toyama, Suz; Sidehacks — John Palfreyman and Joe Gardner, Nor; 200 Combo — Butch Darling, Hon; 250 Novice — Jeff Karr, Suz; 250 Amateur — Brad McLeod, Bul; 250 Expert — Danny Sanchez, KTM; 500 Novice — Michael Hair, Yam; D37 Seniors — Earl Roeseler, Hus; 500 Junior/Expert — Larry Roeseler, Hus; Pioneers — Dick Mann, Yam; Women — Sue Fish, Yam; Vintage — Chuck Cummings, Tri; Professional — Goat Breker (1,1) Hus.

NATIONAL ENDURO

October 16. Pecontonica, Illinois. Bob Popiel won the closing eastern round of the series, the Blackhawk 125, presented by the Forest City Riders of Rockford. He edged Dick Burleson by a single point, accumulating five markers. John Martin (Michigan) was third with a loss of eight points. High-point B honors went to Bill Baird, Jr., son of the multi-time national enduro champion.

Results: Overall — Bob Popiel 5; High A — Dick Burleson 6; High B — Bill Baird, Jr. 24; 125 A — Stan Roxmenowski 28; 200 A — Herluf Johnson 14; 250 A — Bruce Kenny 14; Open A — John Martin 8; Senior — Al Berquist 27; 125 B — Doug Stewart 61; 200 B — Mike Daughenbaugh 113; 250 B — Ken Drelman 29; Open B — Richard Johns 36; Low score — Bob Zoletti 255.

October 23. Stonyford, California. Dave Bertram won the Jackhammer National on the tie-breaker, topping Randy Carles. Both riders dropped six points. About 150 of the 650 starters finished. Two-way traffic on a dusty fireroad left numerous riders complaining. National riders Don Sanford and Mike Hannon had mechanical problems. Sanford



Martin Lampkin cleans the second sub at Bridge End.

broke a swingarm and Hannon's speedo went south. Flattracker Rick Hocking rode the event but was disqualified for burning too many checks.

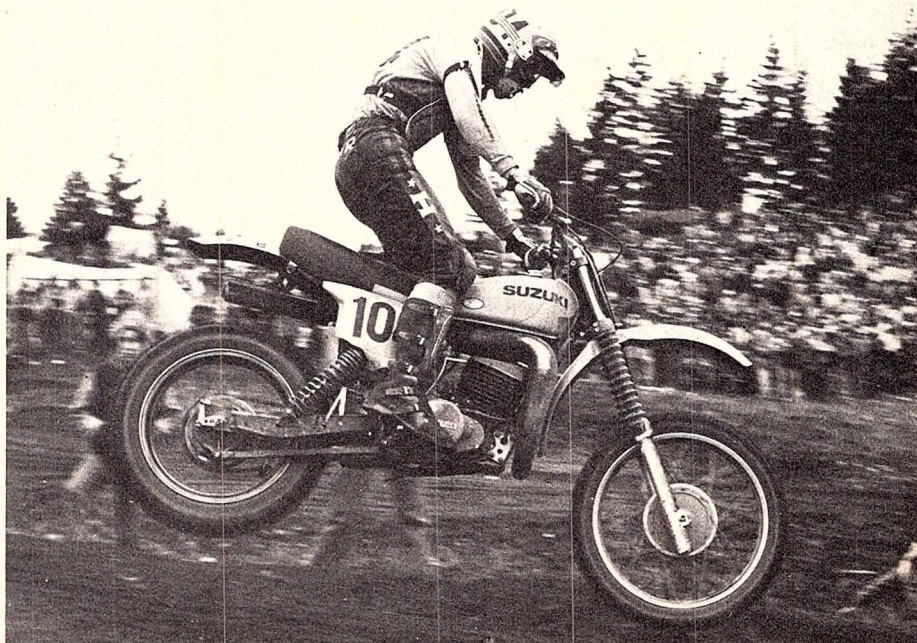
Results: Dave Bertram, Hus; 2. Randy Carles, Hus; 3. George Hendricks, Yam; 4. Glen Toplieff, Mai; 5. Mike Hannon, Yam.

SPEEDWAY

October 22. Costa Mesa, California. One week after winning his fifth speedway title Mike Bast returned to Costa Mesa to watch his protege, Lance King, win the first full 20-heat Junior Speedway Championship. The event was limited to riders under 17.

Results: 1. Lance King 15; 2. Scott St. John 13; 3. Louis Kossuth 12; 4. Jimmie Sizemore 11; 5. Ron Kirby 10; 6. Eddie Ingels 10; 7. Chris Hedge 8; 8. Steve Lucero 7; 9. Andy Gilbertson 7; 10. Mike Miller 6.

October 28. Gardena, California. Scott Autrey, back from another year of British Speedway League racing, won the AMA Long Track Speedway Championship on the Ascot half-mile oval. Autrey had already won the AMA version of the National Speedway Championship early in the year. The event carried an FIM sanction so that four-time world champion Barry Briggs could participate. The program was run similar to Class C racing with heats, semis and mains. Autrey won both the handicap and scratch mains. Bruce Penhall was second in both. Briggs was hampered by carburetion problems and failed to transfer



Roger D. at Unadilla, which will host a 250 Grand Prix this summer. (Bruce Heyer)

to either main. Mike Bast, who two weeks earlier had won his fifth national championship at Costa Mesa, blew an engine in his handicap heat and then withdrew from the scratch main, objecting to a call on jumping the starting flag. Flag starts were used rather than the traditional speedway ribbon gate.

Results: Handicap Main — 1. Scott Autrey; 2. Bruce Penhall; 3. Bill Cody; 4. Steve Nutter; 5. Kelly Moran; 6. Rick Jones; 7. Larry Costa; 8. Craig Schaffer.

Scratch Main — 1. Scott Autrey; 2. Bruce Penhall; 3. Steve Nutter; 4. Tom Ferris; 5. Dennis Sigalos; 6. Tom Morley; 7. Gene Woods; 8. Mike Bast (DNS).



Danny LaPorte looking for traction in Missouri. (Jim Gianatsis)

BAJA 1000

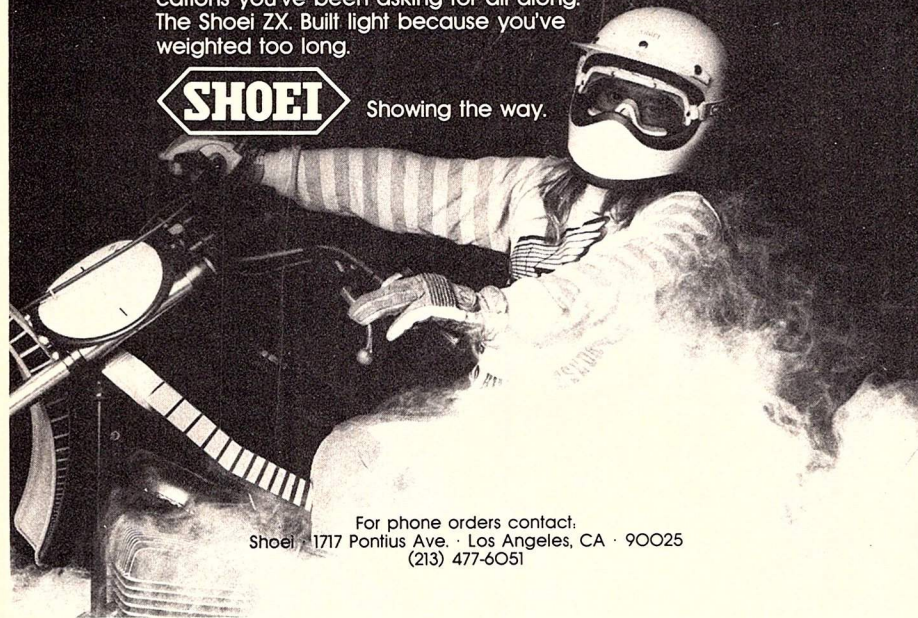
November 11. Baja, Mexico. Brent Wallingsford and Scot Harden (390 Husky) won the SCORE Baja 1000 overall, topping the fastest car, piloted by Malcolm Smith, by a half-hour, and the closest bike by almost a full hour. That second bike was the 250 KTM of Tom Kelly and Bob Balentine. Larry Roeseler held the lead until he crashed head-on into a VW bus driving backwards on the course. Luckily, he escaped with just an ankle injury. The Harley desert duo

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Goat Breker won the 250 class at Pioneer Town. (Mark Kiel)

of Bruce Ogilvie and Bob Rutten dropped out early. Carl Cranke, a last-minute fill-in for Eric Jensen, teamed with Ron Bishop on a 250 Can-Am. Their effort ended when Bishop rode into a four-foot-deep ditch. The 125 class winner was a Husky ridden by Scott Coutts and Tom Lamar. Superior night lighting let them catch the early leader, a Yamaha piloted by Mike and Chuck Cartledge. Dick Vick and John Watkins teamed for the over-38 class win, topping the field by over four hours.

Results: Over 250 — 1. Brent Wallingsford/Scot Harden (Hus) 14.37; 2. Jay Orendorff/Dwayne Carter (Yam) 17.13; 3. Joe Jones/Todd Martella (Hus) 17.29; 4. Al Baker/John Fero (Yam) 17.37; 5. Bill Traling/Bill Boehner (Hus) 18.55. 250 Class — 1. Tom Kelly/Bob Ballentine (KTM) 15.25; 2. Rick Finger/Jim Jackson (Hus) 16.18; 3. Tim Fagg/Bob West (Oss) 17.38; 4. Steve Halladay/Wayne Cook (Hus) 17.43; 5. Dawn Grant/Scott Child (Hus) 18.06. 125 Class — 1. Scott Coutts/Tom Lamar (Hus) 17.20; 2. Chuck Cartledge/Mike Cartledge (Yam) 17.46; 3. George Erl/Heath Hubbard (Hus) 18.08; 4. Jeff Kaplan/Steve Wiseman (Hus) 18.31. Senior Class (over-38) — 1. Dick Vick/John Watkins (Hus) 19.03.

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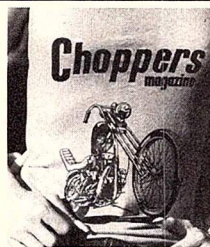
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Continued from page 10

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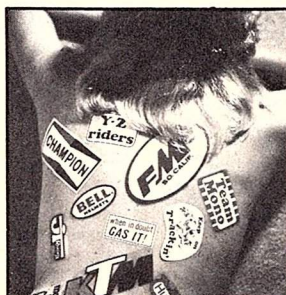


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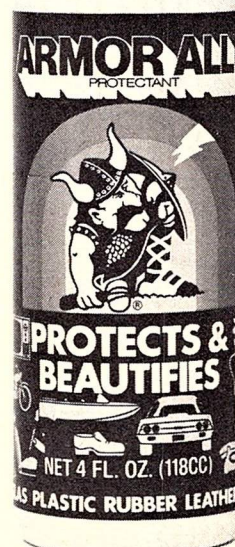
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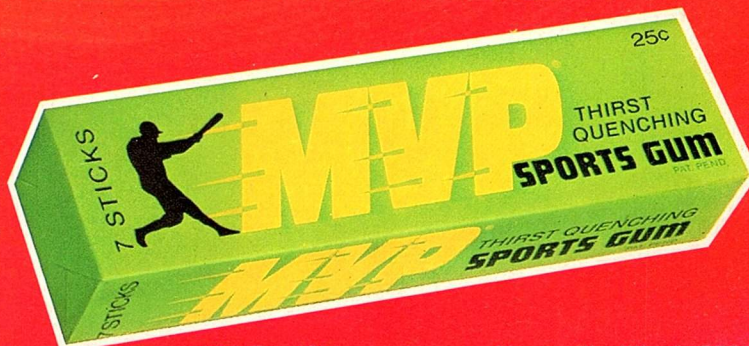
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